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SOME OF THE GREAT ENGINEERING WORKS OF THE DAY.

Both in this country and in Europe some of the most gigantic engineering operations ever attempted are now under way or being planned. A recent article in the New York Sun places the tunnel under the English Channel at the head of the list of important engineering works and says: Then we have the Arlberg tunnel through the Alps, dividing Austria from Switzerland; and third, the canal through the Isthmus of Corinth. In the United States work on the Hudson river tunnel is progressing. In Canada the project for a tunnel under the St. Lawrence promises to be carried out at no distant time, large sums having been subscribed for the work. In Central America the surveys for the Panama canal are proceeding.

First, as to the channel tunnel. The South-eastern Railway company of England are now conducting experiments on the English side of the channel to determine whether the enterprise is feasible, and whether it can be completed within a reasonable time. On the French side another company are engaged in the same work. They have each found that the stratum through which they are boring is impervious to water, and that with the machinery at their command they can make two miles of progress in a year with an experimental gallery seven feet in diameter. That would be four miles for the two companies together, and as, practically speaking, they have only twenty miles to go, the experimental tunnel could be completed in five years. The arrangement between the English company and the French tunnel committee is that they shall now go ahead until each has driven through a heading of a further length of a mile or two miles in all. If they are successful they will probably keep on until each has completed his share of the remaining eighteen miles. Of course they would then meet in the middle of the channel, if all went well, four or five years from now, and the practicability of constructing the tunnel would be finally settled.

It seems that so far as the English side is

concerned, the shareholders of the South-eastern railway have taken all the risk, having authorized an expenditure of \$100,000 on the experiments. At a meeting of the company last month the chairman suggested that in order to proceed with these a small company be formed to furnish the necessary capital without interfering with the finances of the railroad. The Southeastern company, however, insists on having complete control of the tunnel, for the chairman declared, with good reason, that there could be no better property anywhere than that railroad, if it should become a part of a direct link extending from the north of England and Scotland to the extreme south of Europe and beyond.

The Arlberg tunnel was projected more than eight years ago, and during that time nearly every scientific body in Austria has been called upon, or has volunteered to discuss the different routes proposed. Last year, however, the government settled upon a definite line, and the work is now progressing. The construction of this tunnel and the Arlberg railroad are really necessary to Austria. With Germany on her northwestern frontier, and Italy to the southward, she has been obliged to send the bulk of her exports over the railroads of those two countries on their way to the West. The protective and rival policies of her neighbors have also been a serious bar to her progress. The great height of the Alps between Austria and Switzerland prevented the passage of freight in that direction; but now, encouraged by the success of similar undertakings elsewhere, the government has resolved to bore a way through the mountains and open a direct line of communication of its own. The tunnel will be something over six miles in length, and the work will consume six years of time, while the whole cost of the railroad will be nearly eighteen millions of dollars.

The third European enterprise, the canal through the Isthmus of Corinth, has not yet been commenced, but Gen. Turr, the well-known Hungarian patriot, has received a concession from the Greek government to carry out the design, and French engineers will assist in the execution of the work. The

Isthmus of Corinth, in both ancient and modern times, has formed an obstacle in the way of commerce between the Adriatic and Aegean seas, and the proposed canal will be of great benefit to Greece, and especially to Corinth.

Of the American engineering works of the same nature it is not necessary to speak in detail, for they are more familiar to our people. But when we include them with the three we have described, it will be seen that whatever may have been the magnitude of the feats accomplished by engineers during the last quarter of a century, some of those which they have now in hand are of even greater difficulty and extent. If the Suez canal and St. Gothard tunnel stimulated these new enterprises, they in their turn will incite to still more wonderful engineering achievements in the future.

THE MODERN ENGINEER.

At the annual banquet in London of the Institution of Civil Engineers, James Russell Lowell, the American Minister, in proposing prosperity to the Institution of Civil Engineers, said: "I feel that there are certain relations between engineers and that general civilization of which literature and art can also claim their share, which give me, perhaps, some claim to propose the toast assigned to me. Naturally, in some respects I confess I am wanting in sympathy with some of the achievements of modern science; yet, with all the world, I must confess that you are the makers and the masters of the modern world, so far as it is visible, palpable and serviceable to the rest of the world. * * * I think there is no achievement of modern science which so touches the imagination as that narrow bridge for thought which engineering skill has stretched through the profound and silent stretches of the Atlantic between this continent and the other. Nothing touches the imagination more than the way in which the modern engineer has realized that dream of the ancient philosopher—that the earth was a sentient being. It has made mankind contemporaries in a sense in which they were never contemporaries before."

Cincinnati Iron Market.

REPORTED BY E. L. HARPER & Co.

Cincinnati, July 26, 1881.

The market has a decidedly firm tone and a considerable increase in sales is to be noted. The advancing tendency reported in Pittsburgh, Philadelphia and New York markets on manufactured Iron and Pig Iron is being felt here. Buyers are coming more freely into the market and several large orders have been booked for early delivery and a general hopeful feeling prevails that the trade will be very satisfactory during the balance of the year. We quote the following prices:

FOUNDRY.		No.	Mo.
Hanging Rock Charcoal	1	26 00@27 00	4
Strong Neutral Coke	1	22 50@23 50	4
American Scotch	1	20 00@20 50	4
GREY IRON.			
Neutral Coke	1	20 00@21 50	4
Cold Short	1	19 00@20 00	4
CAR WHEEL AND MALLEABLE.			
Hanging Rock Cold Blast	1	36 00@38 00	4
Warm " "	1	30 00@32 00	4
Southern Car Wheel	1	34 00@35 00	4
Lake Superior 1 and 2	1	32 00@33 00	4
Lake Superior 3 to 6	1	34 00@36 00	4

Northern Central Railway.

The following is an official statement of the gross earnings, operating expenses and net earnings of the Northern Central Railway Company for the month of June—

	1881.	1880.
Gross earnings	\$487,287 46	\$419,198 10
Operating expenses	305,596 53	275,966 82
Net earnings	\$181,690 93	\$143,231 28

—showing an increase in gross earnings of \$68,094 86, in operating expenses of \$29,630 21, and in net earnings of \$38,464 16.

For the six months ending June 30, the gross earnings, operating expenses and net earnings were:

	1881.	1880.
Gross earnings	\$2,661,867 97	\$2,215,791 02
Operating expenses	1,621,406 37	1,527,076 68
Net earnings	\$1,040,461 60	\$688,715 34

—showing an increase in gross earnings of \$446,076 95, with an increase in operating expenses of \$94,380 69, making the increase in net earnings of \$351,746 26.

Manufacturing.

The Iron Mountain Co., the Pilot and Knob Iron Co., Grand Lower Co., Vulcan Iron and Steel Co., Chouteau, Harrison & Vallee and Jupiter Furnace Co's, of Missouri, have consolidated into the Missouri Iron Co., with a capital of \$10,000,000. The new company, it is said, will control 90 per cent of the iron product of the State and one fourth of the manufacturing.

The Railway Safety Gate Co., Pawtucket, R. I., whose gate has been in successful use for a number of years, are receiving valuable testimonials concerning it from prominent railroad men here and in Canada, and from Railroad Commissioners and other officials. These gates are placed on each side of railroad crossings and are constructed so that one man can open or close both of the gates from either side of the railroad. The simplicity, durability and completeness of the gate are highly commended by those who have made continued practical tests of them, and the extent of its adoption seems likely to

increase as its merits are more generally known. Information concerning it can be obtained of M. L. Stewart, New York representative of the company, 206 West 24th St.

Two new twelve-wheel drawing-room cars have just been built for the South Eastern Railway, by the Mason Manufacturing Co. Brightwood, Mass., which are described by the Montreal Daily Witness as follows: The exterior of the cars is plain and neat, but on entering, the passenger cannot fail to be struck by the tasteful magnificence with which the interior has been fitted up and decorated. The general plan of the car is similar to that of most drawing room cars now on the road, though the toilet arrangements are more than usually convenient. The chairs provided are very comfortable armchairs, of the revolving description; and besides these there are sofas at the ends, and a separate compartment for the accommodation of those who prefer isolation to company. The heating will be effected by steam pipes running all round the floor of the car, and worked upon Baker's system. One great improvement is the provision of wire-gauze nets, which cover the vacant space when the windows are opened, and keep out dust and cinders while admitting light and air. As to the decoration of these cars, it is difficult to praise them enough. The painting is very elaborate, without being gaudy, and very neat without being plain. The upholstery is thoroughly artistic, and almost "high art," sage green being a prominent color in the curtains and carpet.

Concerning the iron and steel market the valuable circular issued monthly by C. H. Odell, dealer in iron and steel rails, 104 John street, in its July report says: From the entire absence of speculation, there has been a good deal of growing amongst many in the trade over dull business; but to take a wider view, business has been above the average in bulk, though we freely admit the margins have been small, and merchants at the disadvantage of a falling market. As noted in our last issue, a number of furnaces have gone out of blast, unable to meet prevailing prices, with the increased cost of manufacture, while as the same time the imports of foreign Bessemer Pig Iron have been enormous; it being estimated that from 200,000 to 250,000 tons have been purchased for American account during the past six months, at prices showing a decline of about \$4 00 per ton from the opening in January up to the present time. Prices of ores, fuel, freights and labor are all too high in proportion to present obtainable figures for iron, and, to quote an experienced steel manufacturer, "the production of pig iron will have to be cheapened; but it can't be done on ore contracts which pay the mines \$5 00 per ton profit." * * * From our usual statistics it will be noticed that the arrivals of foreign iron are still about the average, though confined chiefly to pig iron and steel. Scotch pig iron continues to have only a retail demand; the lower range of American pig having again brought foundries to using it instead of the foreign article. At the same time it should be noted that Scotch iron is extremely low in price, and we hear that foundries in England are stocking up in consequence. Old material has shown a slow, steady decline since January of about \$2 00 per ton. The stocks are now in small compass, and what is here is not being pressed for sale. The demand has been of a very limited character, and consumers have bought only to meet their wants. Finished iron has about held its own, and, with a large consumption, the market has been singularly free from any fluctuations. On account of the extraordinary demand for rails for summer delivery, a good many orders were given abroad; but it is very doubt-

ful if many more foreign rails will be allowed to come in, as soon as the works at home are in a position to supply them. If speculation were to again set in, we might see a wide fluctuation of prices; but it would seem as though this could hardly be expected for the balance of the year, and there will be nothing to complain of if the last half of 1881 shows as large a business as the six months now ending.

Philadelphia and Reading Companies.

The following is the comparative statement of the Philadelphia and Reading Railroad Company and the Philadelphia and Reading Coal and Iron Company for the month of June, 1881 and 1880:

	1881.	
	Month.	Year to date.
Gross receipts:		
Railroad traffic	\$674,867 84	\$4,102,322 85
Canal traffic	73,281 82	101,828 75
Steam colliers	22,883 86	119,081 23
Richmond coal barges	L1,864 48	L687 84
Total Railroad Co.	\$768,468 54	\$4,322,512 90
Reading Coal & Iron Co.	70,881 92	366,018 64
Total of all	\$839,350 46	\$4,688,531 63
Tonnage and passengers:		
Tons of coal on railroad	890,613 13	4,080,461 19
Tons of merchandise	558,106 04	3,539,769 04
Passengers carried	989,167	5,583,008
Coal transp. by steam colliers	55,454 00	302,359 00
Tons of coal mined:		
By Coal and Iron Co.	350,403 15	1,853,621 16
By tenants	121,268 16	781,775 17
Total mined from lands owned and controlled by Co. and from leasehold estates	471,672 11	2,634,397 13

	1880.	
	Month.	Year to date.
Gross receipts:		
Railroad traffic	\$612,748 93	\$3,988,371 00
Canal traffic	33,625 58	90,034 59
Steam colliers	9,207 28	114,991 18
Richmond coal barges	L1,617 81	L4,623 04
Total Railroad Co.	\$653,958 98	\$4,193,019 81
Reading Coal & Iron Co.	71,167 84	L93,931 17
Total of all	\$725,126 82	\$4,099,988 64
Tonnage and passengers:		
Tons of coal on railroad	559,764 10	2,767,734 02
Tons of merchandise	476,442 15	3,456,652 07
Passengers carried	868,390	5,317,280
Coal transp. by steam colliers	38,489 00	303,534 00
Tons of coal mined:		
By Coal and Iron Co.	266,599 01	1,809,818 06
By tenants	95,028 02	615,137 14
Total mined from lands owned and controlled by Co. and from leasehold estates	361,627 03	2,424,955 19
Total of both companies for month of June, 1881: Gross receipts, \$2,850,905 46; gross expenses, \$2,011,604 99; profit, \$839,300 46.		

A train now connects at Turners with "No. 5" leaving New York at 6 P. M. and "No. 30" from the West, to convey passengers over the Newburgh ("Short Cut") Branch. Residents and visitors at Cornwall and other stations are greatly pleased by the new arrangement.

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New York, Saturday, July 30, 1881.

Entered at the Post Office at New York, N. Y., as Second-
Class Mail Matter.

WESTERN MASSACHUSETTS has become the scene of a remarkable railroad activity since the opening of the Hoosac Tunnel route, and the half a dozen roads already using that great thoroughfare or terminating near it are drawing an immense and rapidly increasing traffic, both freight and passenger, that coming through from the West reaching the tunnel by way both of the Troy and Boston and the Boston, Hoosac Tunnel and Western railroads. The Troy and Boston's connection is with the New York Central and Hudson River Railroad, and the Boston, Hoosac Tunnel and Western's with the Erie system. The roads run side by side for nearly forty miles and considerable rivalry exists between them in which the enterprise and favorable western relations and proposed extensions of the Boston, Hoosac Tunnel and Western Railway give the latter special prominence and some advantages over the former. A feature of the increasing business in that locality is that no matter by what line the traffic from the West reaches the tunnel the bulk of it of necessity must pass over the Fitchburg Railroad en route for Boston. The result is that the Fitchburg road is doing an immense business and the line has es-

tablished its reputation as one of the leading feeders to the Atlantic seaports.

NOTWITHSTANDING the vast number of immigrants that have arrived here of late, the demand for labor exceeds the supply at their chief landing place. The superintendent of the Labor Bureau at Castle Garden stated last week that he had orders for 900 men to whom nine dollars a week would be paid, which he was unable to fill, the orders coming from railroads, mill-owners, iron manufacturers and farmers throughout the country. Meanwhile from the Pacific coast come reports of a scarcity of help, and with it cheering information concerning the condition of industrial enterprises in California. In referring to the return of prosperity to the Pacific coast, and the scarcity of labor there the San Francisco Bulletin of the 13th inst. says: There was a time when it was feared that working men could not find employment in this State, and there were symptoms of growing discontent. But during the present year there have been few or no idle men; and when they are well employed and well paid they have neither time nor disposition for complaints. The State is slowly but surely recovering from an industrial depression. Every strong man who is willing to work is adding positive wealth to the State. Thousands of men who were working for wages a few years ago have set up for themselves. They can be found among the hills, in remote valleys, wherever land could be obtained cheap enough for the beginning of a homestead. For half a century to come there will be this outlet for labor, which will increase rather than diminish, because local roads are now reaching out in all directions where there is a prospect that future business will pay for such an investment. There is really no prospect that the labor market will be overstocked here for many years to come unless there should be another flood of Chinese immigration, which is not now at all probable in view of legislation which has already been initiated. The most hopeful fact to go on record to-day is that nearly all industrial enterprises are paying well. It would be difficult to find a single exception.

The New York and New England Railroad.

An event of local importance in the history of a railroad enterprise that when fully carried out, as it promises to be within a few months, is destined to have relations of great magnitude with the railroad systems of the West as well as a necessarily important influence directly upon railroad matters in the Middle and Eastern States, was the opening to Brewsters, on Monday, of the New York and New England Railroad extension. The project of uniting Boston and the principal manufacturing towns of Connecticut, Rhode Island and Eastern Massachusetts with the Hudson River and the coal fields by a direct railroad line and

an extended system of branches is by no means a new one. The idea was embodied in the early plans in which the New York and New England line had its origin, and the project has developed by a natural growth, an indication of its healthfulness and strong basis being seen in the fact that the local demand for the extension has always preceded in a marked degree its construction. Surveys were made for this western extension of the line in 1852, by the old Hartford, Providence and Fishkill company, which, with the Boston, Hartford and Erie, was the basis of the present New York and New England Company. But work on the extension was not actively and continuously pushed until within the past year, when under its present management great energy and enterprise has been shown, one of the prime movers and firmest believers in the value of the plan being Gen. Jas. H. Wilson, president of the company, and a Bostonian who in other enterprises as well as this has had much to do with the railroad development of Eastern New England.

Brewsters is a little village, in Putnam County, fifty-two miles from the Grand Central Depot in this city. Its importance heretofore has not been great as measured by the commercial and industrial standards of greatness, though it has within its borders mines of ore which are said to yield ninety-five per cent of pure magnetic iron. It is in a section of country which has needed for its development for a long time increased railroad facilities such as are now given it. The New York connection is made at Brewsters through the recently constructed New York City and Northern Railroad which connects in the upper limits of the city with the Elevated Railway system. The work of extending the line from Brewsters to Fishkill on the Hudson is being rapidly pushed and will probably be finished this fall.

The substantial and complete way in which the road is being built indicates the expectations held concerning the service required of it. The rails are of steel throughout, of a heavy pattern, each rail resting on sixteen ties, which are of uniform length, thereby securing a uniform bearing, and the road is fenced throughout with barbed wire fencing, four and a half feet high. One of the Connecticut Railroad Commissioners who examined the extension last week is quoted as saying that he had rarely seen a new road so perfectly adapted to the immediate beginning of business. The connection will be made with the New York, Lake Erie and Western Railroad at Newburg, the cars being transported across the river on the mammoth transfer boat Maryland, now used in our harbor for a similar purpose. This boat is capable of carrying fourteen loaded cars at a trip and will be able to transfer at Newburg over five hundred cars daily, at a cost estimated not to exceed one hundred dollars per day.

An idea can be formed of the position this

line will be enabled to take, when it is remembered that it not only intersects very important roads extending north and northwest and passes through valuable farming districts and industrial centers in Connecticut, but strikes both the New York Central and Hudson River and the New York, Lake Erie and Western railroads at about the same distance from New York, and from the west side of the river reaches out by easy connections to the roads that enter directly into the coal regions. This coal traffic is an important factor in the business aimed at by the connection at Newburg, the amount of coal annually delivered at Newburg by the Pennsylvania Coal company being estimated at about a million and half tons. Extensive work is underway to provide terminal facilities at Newburg and to improve and greatly enlarge those at Boston. The New York and New England Railroad Company through the union of various organizations and the extension of its main line and branches, now owns and operates 336 miles of track, and leases and operates 90 miles more, making a total of 426 miles of completed road, with 125 miles of steamboat line. With the connection at the Hudson river completed this system of roads will prove another great element in the growth of Boston's commercial importance.

Personal.

They say that the name of Mr. Villard, president of the Oregon Railway and Navigation Co., should be pronounced Vil-lard.

R. G. Allen, formerly connected with the Boston, Revere Beach and Lynn Railroad, has been appointed superintendent of the Massachusetts Central Railroad.

Ah Say, who superintends the Chinese laborers on the Union Pacific Railway in Wyoming Territory, is a partner in a Chinese labor company, and his income is said to be \$12,000 a year.

Charles P. Smith, late captain of the ill-fated Seawanhaka, died at his home at Roslyn, Long Island, Sunday, aged 55 years. He has recently had command of the iron steamboat Cygnus.

W. L. Owen died suddenly at South Boston, Va., on Friday night of last week. He was a director of the Richmond and Danville Railroad Company and prominent in political matters.

It is said that John W. Johnston and R. H. Temple have resigned their positions, as attorney and chief engineer, with the Richmond and Allegheny Railroad to go to the Richmond and Danville Company.

D. Wm. Morrow and J. H. Fulton of Nashville, have been elected respectively president and cashier of the Third National Bank just organized at Chattanooga, Tenn., with a paid up capital of \$125,000.

John L. Wellington has been appointed general superintendent of the Boston, Hoosac Tunnel and Western Railway with headquarters at Mechanicsville, N. Y., and J. Wilder general freight and passenger agent with office at North Adams, Mass.

Sir Charles Tupper and Mr. Collingwood Schreiber, chief engineer of the Canadian Pacific Railway are to go over the British Columbia section of the line early in August. It is expected that they will leave Ottawa about the 1st of August and sail from San Francisco at 10 A.M.

Samuel H. Church, private secretary to D. W. Caldwell, general manager of the Pennsylvania company's lines west of Pittsburg, goes with Mr. Caldwell to Pittsburg from Columbus, Ohio. Mr. Church made many friends during his stay in Columbus and his departure is mentioned with regret by the leading local papers.

Thomas T. Firth, who died of heart disease July 22 at Germantown, Pa., was for thirty years an officer of the Pennsylvania Railroad Company. He went into the employ of the company in 1850 as its secretary and a few years after was made treasurer, which position he held until succeeded by Edmund Smith, the present second vice president. Of late he has held the position of secretary and treasurer of the sinking fund of the road but retired in April on account of failing health. He was born at Salem, N. J., and was in his 76th year at the time of his death.

Col. W. Milnor Roberts, a noted civil engineer, died at Rio Janeiro, Brazil, on the 14th inst. of typhus fever. He had a large circle of friends and acquaintances here among whom he was held in high esteem. He occupied a prominent position at Rio Janeiro, in the service of the Brazilian Government, being chief engineer of the public works of Brazil at a salary of \$30,000 a year. Among the positions held by him here previous to his engagement by Dom Pedro was that of Engineer-in-Chief of the Ohio river, Superintendent of Surveys of the Pennsylvania canal and the Columbia, the Portage, the Philadelphia and Erie, the Cumberland Valley, the Allegheny Valley, the Iron Mountain and the Ohio and Mississippi railroads. He also was interested in getting up the plans for the construction of the great St. Louis bridge. He went to Brazil about three years ago, and at the time of his leaving here he was chief engineer of the Northern Pacific Railroad with headquarters at 23 Fifth Ave., this city. His brother Solomon W. Roberts, was chief engineer of the North Pennsylvania Railroad.

E. A. Ford, General Passenger and Ticket Agent, of the Pennsylvania Company, desiring to have his assistants meet with him for the purpose of getting acquainted with them, and having an interchange of views concerning the workings of the various sections of the lines, has sent them the following circular: Pittsburgh, Pa., July 20, 1881.—Dear Sir—We propose having a meeting of all the Traveling and Local Passenger Agents employed by these Companies, at the Grand Pacific Hotel, Chicago, on Friday, August 12, 1881, at 10:30 o'clock A. M., sharp. You are hereby directed to be present. Arrange matters and leave your post so as to reach Chicago Thursday evening, or before 9 o'clock Friday morning. The meeting will be held in Room No. —. Please notify me at once whether you are supplied with passes to Chicago; if not, I will see that trip passes are secured and sent you in time for use on this occasion. Your legitimate expenses will be paid in the usual manner by the Company you represent. Please acknowledge receipt of this notice to very truly yours, E. A. Ford, General Passenger and Ticket Agent.

William S. Hudson, for nearly thirty years the superintendent of the Rogers Locomotive Works, Paterson, N. J., died at his residence at Haledon, near Paterson, on the 20th inst. Mr. Hudson was one of the widest known and most respected inventors and locomotive engineers in the country, and his fame extends throughout Europe as well as America. His services in developing and improving the locomotive are of almost inestimable value, and have become conspicuously used in the productions of various locomotive works, though some of his most valuable ideas are solely used in the far famed locomotives manufac-

tured at the works with which he has been so long connected. Among the improvements made by him were those in the building of double engines with double sets of driving wheels; a balanced swing-truck to enable engines to turn curves safely; steel fire boxes; cast iron instead of wrought iron timbers to flues in boilers to prevent leakage, besides improvements in connection with the crown sheets of boilers, grate-bars, ash-pans, piston movements, safety valves, and scores of others. One of his strong beliefs was that about one half the power of steam was wasted and to obviate this waste was one of his chief aims. Personally he was a man of exceedingly quiet and retiring manners, and one who did not seek society to any extent outside of his profession. Nevertheless he attached to himself many warm friends, and was highly esteemed by those with whom he was associated. Though quiet in his ways he was a man of clear and ready insight and quick decision. He was born at Derbyshire, England, and was in his seventy second year at the time of his death. He was an apprentice under Robert Stephenson. Previous to his connection with the Rogers Locomotive Works, he was at one time master mechanic in the old Attica and Buffalo Railroad, now a part of the New York Central and Hudson River Railroad, and at another time previous was employed to take charge of the machine department at the Auburn State Prison when an ineffectual effort was being made to utilize the convict labor in making locomotives. He was prominent among the Royal Arch Masons.

Organization.

The directors of the Ontonagon and Brule River Railroad have elected Ezra Rust, of East Saginaw, Mich., president, and E. Mariner, of Milwaukee, Wis., secretary and attorney.

The stockholders of the San Francisco and Ocean Shore Railroad Company have elected the following additional directors: R. H. McDonald, Reuben Morton, W. W. Walker and R. P. Layton.

Articles of incorporation of the Loveland Pass Mining and Railroad Tunnel Company have been filed with the secretary of State at Denver, Col. The incorporators are: W. A. H. Loveland, A. H. Clements, of Denver, with ex-Governor, W. M. Store, of Iowa, and Colonel Edward Reed, of New York.

The charter of the Lawrence and Emporia Railway Company, running from Douglas to Lyon County, has been filed with the Secretary of State of Kansas, Capital stock, \$1,000,000; place of business, Lawrence, Kan. The directors are Sidney Dillon, of New York; S. T. Smith, J. O. Brinkerhoff, Kansas City; J. P. Usher, Charles Monroe, S. C. Usher, Lawrence; A. L. Williams, Topeka.

At a meeting of the Evansville and Terre Haute Railroad Co., held at Evansville, Ind., on the 18th inst., F. W. Huidesoper was elected president; O. S. Lyford, general superintendent; C. J. Hepbron, division superintendent; A. S. Dunham, auditor and general passenger agent, and J. C. Calhoun treasurer. The road will hereafter be run as the Evansville and Terre Haute Division of the Chicago and Eastern Illinois Railroad Company.

Articles of incorporation of the San Joaquin and mountain divisions of the California Central Railroad have been filed at Sacramento. The two roads, connecting, will run from McBride's Pass, on the State line, in a direction a little south of west to the terminus of the proposed San Francisco and Ocean Shore Railroad at Santa Cruz. This is understood to be in furtherance of the scheme announced on the 22d inst., to build a trunk line from Pahrnagat Valley, Nev., to San Francisco for the joint use of the At-

lantic and Pacific, the Texas and Pacific and the Utah Southern roads. Engineers are now making surveys all along the line.

A charter was recently granted at Harrisburg, Penn., to the Turtle Creek and Alleghany River Railroad running from a point on the Pennsylvania Railroad, in Versailles township, Allegheny county, to a point connecting with the Plum Creek branch of the Alleghany Valley Railroad, near the southerly terminus, in Plum township, a distance of ten miles. The capital stock is \$250,000. The president is Thomas M. Carnegie, Pittsburg, Penn.

Articles of incorporation of the Iowa Barge Line Railroad Company and the Indiana, Illinois and Iowa Railroad Company were filed in the office of the Recorder of Mahaska county, July 18. The principal place of business of both companies is at Okaloosa. David Morgan, of New Sharon, is president of the first, and ex-Governor Samuel Merrill, of Des Moines, is president of the last named company. The Barge line starts from Keokuk and the Indiana, Illinois and Iowa from Muscatine, Ia. or some point near there.

At the annual meeting in Philadelphia on the 21st inst. of the Atlantic and Ohio Telegraph Company, the lines of which are leased by the Western Union Telegraph Co., the following named persons were elected directors: Norvin Green, Augustus Schell, R. H. Rochester, Thomas D. Eckert, John B. Van Every, Henry Bentley, John E. Zeublin, Sylvester S. Garwood, and William Carley. The officers elected were Norvin Green, president; Augustus Schell, vice president; R. H. Rochester, secretary and treasurer.

Articles of incorporation of the Morris, Rockford and Northern Railroad Company were filed at Springfield, Ills., on the 26th inst., the object being to construct a railroad from Braceville, Ills., through the city of Morris to the Chicago and Northwestern Railway in the city of Rockford. The capital stock is \$100,000 and the incorporators and first board of directors are Philip C. Hayes, Lafayette Beach, Nathan McBride, Aaron G. Woodbury, Henry Burrell and John H. Sampson, all of Morris, at which place the principal office of the company is to be located.

The Cincinnati and Ohio River Railway Company has filed with the Secretary of State of Ohio a certificate for an increase of the capital stock from \$1,000,000 to \$6,000,000. This company was organized on the 16th inst., and received from the Ohio Valley Railroad Company, the right of way between Cincinnati and Huntington, and also surveys of the same. The road passes through the counties of Hamilton, Clermont, Brown, Adams, Scioto and Lawrence in Ohio to a point opposite Huntington, West Virginia. A. J. Warner of Marietta is president, and Wm. M. Ramsey of Cincinnati treasurer.

A certificate of incorporation was filed at Albany, N. Y., on the 22d inst., of the American Palace Sleeping Car Company. The object for which it was formed is to carry on the general business of building, manufacturing, owning, furnishing, letting, selling, and maintaining locomotive engines, cars, rolling stock, &c. The capital stock is \$10,000,000, divided into 100,000 shares of \$100 each. The company is to continue in existence 50 years, and is to be managed by a board of 13 directors. The business is to be carried on in New York City. Adam H. Ward, Aaron H. Cragin, and others are the incorporators.

The Toledo, Cincinnati and St. Louis Railroad Company, with a capital of \$4,000,000, has been formed by the consolidation of the Toledo, Charleston and Vincennes, Neoga and St. Louis, and the Vermillion and State Line Railroad Companies of Illinois, and the Hamilton and State Line Railway Company of Indiana. The officers of the consolidated company

are: President, Gen. John M. Corse; secretary, F. K. Dunn; directors, W. R. Patton, J. R. Cunningham, John M. Corse, M. Votaw, T. G. Chambers, L. L. Silverthorn, E. B. Buck, W. W. Whitney and R. S. Hodges. The office of the company is at Charleston, Ills.

Articles of agreement and consolidation were filed at the State Department Harrisburg, Penn., on the 20th inst. between the New York, Pittsburg and Chicago Railway Company of Ohio and the New York, Pittsburg and Chicago Railway Company and the Pittsburg and Chicago Railway Company, of Pennsylvania, which are now in process of construction to some point on the boundary line between said States, and when united will form a continuous line. The new corporation will be known as the New York, Pittsburg and Chicago Railway Company. The capital stock will be \$7,000,000, divided into 140,000 shares. The agreement is signed by James S. Negley, president, and James S. Negley, jr., secretary.

At a meeting of the shareholders of the Ontario and Quebec Railway Company, held in Montreal on the 19th inst., the following board of permanent directors was elected: Geo. Stephen, Duncan McIntyre, Hon. J. R. Thibault, Hon. Peter Mitchell, A. B. Chaffee, of Montreal; Adam Brown, of Hamilton; H. S. Howland, C. J. Campbell and E. B. Osler, of Toronto. At a subsequent meeting of the directors, Mr. Osler was elected president. A committee was appointed for the prosecution of the work, and Mr. Lumsden, C. E., was instructed to permanently locate the line, commencing at Perth. It was resolved that the President, Mr. Osler, leave for London, Eng., on the 21st in connection with the interests of the company. Hon. Mr. Thibault was appointed vice-president.

At the annual meeting of the Southeastern Railway Company, held in Montreal, Ca., on the 21st inst., Hon. Bradley Barlow, Emmons Raymond, J. Thomas Vose, Horace Fairbanks, A. B. Harris, Lucius Robinson, A. B. Chaffee, B. B. Smalley, F. A. Metcalf and C. N. Bishop were elected directors. Mr. Barlow was chosen president and general manager, Mr. Robinson, vice-president, and Mr. Chaffee secretary and treasurer. Of these directors Mr. Raymond is president of the Connecticut and Passumpsic Rivers Railroad; Mr. Vose, president of the Boston, Concord and Montreal; Gov. Fairbanks, president of the St. Johnsbury and Lake Champlain, and Mr. Harris, vice-president of the Connecticut River Railroad. The treasurer's report showed a large increase in the earnings of the road.

Articles of incorporation of the Detroit, Warsaw and Western Railway Company were filed in the office of the Secretary of State of Illinois on the 23d inst. It is proposed to construct a railroad beginning at the State line in the county of Iroquois and running in a southwesterly direction through the counties of Iroquois, Vermilion, Champaign and thence in a westerly direction through the counties of Platt, Macon, Logan, Menard, Cass, Brown and Adams to the Mississippi River at or near the city of Quincy. The principal office of the company is to be at Urbana, in Champaign County, and the proposed capital stock is \$2,000,000. The incorporators and first board of directors are Francis M. Wright, George W. Curtiss and Thos. A. Lewis, of Urbana; Charles L. Burpen, of Champaign; Albert Emerson, Samuel R. Reed and Lineas B. Tinder, of Monticello.

The Belt Line Railroad Company of Chicago filed articles of incorporation in the office of the Secretary of State of Illinois, on the 20th inst. The capital stock is \$5,000,000. It is proposed to construct a railroad from a point on the shore of Lake Michigan

at or near South Chicago, running thence westerly through the city, thence northwesterly to a point on the Chicago, Burlington and Quincy Railroad in the town of Cicero, thence to a connection with the tracks of the Chicago and Northwestern Railroad near their intersection with the north limit of the town of Lake view, thence east to Lake Michigan, all in Cook County. The incorporators and first board of directors are Albert Keep, Marvin Hughtitt, Thomas J. Potter and W. K. Ackerman, of Chicago; Charles E. Perkins, of Burlington, Iowa; Henry B. Ledyard, of Detroit; A. L. Osborn, of La Porte, Ind., and Elijah Smith, of Boston.

Articles of incorporation were presented at Albany last week for the Oriental, Inter-oceanic and International Railroad Co. The capital stock is to be \$25,000,000 in 250,000 shares of \$100 each. The incorporators, who are also directors, each holds 100 shares, and are as follows: Jay Gould, Sidney Dillon, Russell Sage, John F. Dillon, A. L. Hopkins, Thomas T. Eckert, Thomas W. Pearsall, Norvin Green and General G. M. Dodge, all of New York; General Ulysses S. Grant and Major Francis De Greys, of the City of Mexico. The company is formed under the new law, and is to own and operate a line which the International Railway Improvement Company is to build for it. The road is to be built under the concession held by the latter company, and is to begin at a point on the Rio Grande between Laredo and Reynosa, continuing south between longitude 1° west and 2° east of the meridian of Mexico, touching at San Fernando and Santander. At Santander a branch road will extend to the City of Victoria, proceeding thence as far as San Luis Potosi. There are also to be branches to Matamoras and the Bar of Jesús Maria, in case the latter port should be opened to the coasting and foreign trade. The trunk line shall continue from Santander Jimenez to the City of Mexico, by the most convenient ascent, to the table lands, and may continue from there to a point on the Pacific coast situated between the meridians 0° and 6°, west longitude of the Capital of the Republic. The main line may divide or branch off before its ascent to the table lands, passing by Papanla and Misantla, with its terminus in Vera Cruz, and with branch roads to Soto La Marina, Tampico, Tuxpan and Tecoluta or Nautla.

Railroad Earnings.

Flint and Pere Marquette week ending July 21, \$30,618 00, corresponding week last year, \$24,029 10; from Jan. 1 to July 21, \$999,505 85, corresponding period last year, \$819,901 20.

Chicago and Grand Trunk, week ending July 16, \$25,647; corresponding week last year, \$18,291; aggregate increase for first two weeks in July \$1147.

Denver and Rio Grande, third week in July, \$124,913, corresponding week last year, \$88,804; miles now operated 847, operated last year 505.

Great Western of Canada, week ending July 15, \$104,395, corresponding week last year, \$90,878; aggregate increase from Jan. 1 to July 15, over corresponding period last year \$179,699.

The gauge on the Northern Railway between Toronto and Gravenhurst, 115 miles, has been reduced from 5½ feet to 4 feet 8½ inches, being the standard gauge. A portion of the rolling stock has been adapted to the new gauge, and new rolling stock is being purchased.

The Cleveland, Mt. Vernon and Columbus road will be sold at the Court House in Akron, Ohio, August 20.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Alabama Central:							Boston, Clin., Fitchb. & N. Bed:						
1st Mortgage.....	1,000,000	6	Jan. & July.	New York.	1913	....	1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
Alabama Great Southern:							1st Mortgage.....	547,000	7	"	"	1889	....
1st Mortgage, 1878.....	1,050,000	6	Jan. & July.	New York.	1908	....	2d Mortgage.....	252,000	7	"	"	1890	....
Receiver's Certif. of Ala. & Chat.	600,000	8	"	"	1882	....	Consolidation Bonds.....	528,000	7	June & Dec.	"	1896	....
Albany and Susquehanna:							Equipment Notes.....	570,000	6	Apr. and Oct.	"	'81-'86	....
1st Mortgage, 1883.....	1,000,000	7	Jan. & July.	New York.	1888	....	Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
2d Mortgage, 1886.....	1,987,000	7	April & Oct.	"	1885	....	Boston, Concord and Montreal:						
Albany Loan.....	933,000	6	May & Nov.	"	'95-'97	....	Sinking Fund Mortgage.....	624,000	6	Jan. & July.	Boston.	1889	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	"	1906	....	Consol. Mortgage for \$2,000,000.	1,374,500	6 1/2	Apr. and Oct.	"	1893	....
Alexandria and Fredericksburg:							Boston and Lowell:						
1st Mortgage, 1889.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	Bonds of 1872.....	999,500	7	Apr. and Oct.	Boston.	1892	....
Allegheny Valley:							Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1895	....
General Mortgage, 1886.....	4,000,000	7 1/2	Jan. & July.	New York.	1896	....	Bonds of 1876.....	750,000	6	Jan. and July.	"	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....	Bonds of 1877.....	620,000	5	"	"	1899	....
1st M., E. Ext., guar. by Pa. R. R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....	Boston and Maine:						
Fund. Inc. 3d Lien (traf. guar.)	6,986,500	7	"	Pittsburg.	1894	....	Bonds of 1893 (coup. and reg.)	3,500,000	7	Jan. and July.	Boston.	'93-'94	....
Alliance and Lake Erie:							Boston and New York Air Line:						
1st Mortgage S. F., 1878.....	150,000	7 1/2	April & Oct.	New York.	1893	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	....
Ashtabula and Pittsburg:							Boston and Providence:						
1st Mortgage, 1878.....	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....	Bonds to purchase P., W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	....
Atchison, Colorado and Pacific:							Brooklyn Elevated:						
1st Mortgage, guar.....	16,000pm	6	F. M. A. & N.	New York.	1905	....	1st Mortgage for \$1,500,000.....	1,203,000	6 1/2	Mar. and Sept.	New York.	1917	....
Atchison, Topeka and Santa Fe:							Buffalo, Bradford and Pittsburg:						
1st Mortgage gold, 1889.....	7,041,000	7 1/2	Jan. & July.	Boston.	1899	....	General Mortgage.....	550,000	7	Jan. and July.	New York.	1896	....
Land Grant Mortgage gold, 1870	3,115,500	7 1/2	April & Oct.	"	1900	....	Buffalo and Erie (L. S. & M. S.):						
Consolidated Bonds (sold).....	278,530	7 1/2	"	"	1903	....	Mort. bonds, assumed.....	200,000	7	Jan. and July.	New York.	1872	....
Construction Not. S.....	78,000	7	Jan. & July.	"	1884	....	Mort. bonds.....	800,000	7	March & Sept.	"	1876	....
Land Income bonds, 1878.....	480,000	8	"	"	'83-'86	....	Mort. bonds.....	2,384,000	7	Apr. and Oct.	"	1898	....
Bonds for Stocks purchased 1880	1,136,900	5	April & Oct.	"	1909	....	Buffalo, New York and Erie:						
Wichita and Southwestern:							1st Mortgage.....	2,380,000	7	June & Dec.	New York.	1916	....
1st Mortgage, guar.....	412,000	7 1/2	Jan. & July.	Boston.	1902	....	Buffalo, New York & Phila.:						
Pueblo and Arkansas Valley:							1st Mortgage.....	3,000,000	6 1/2	Jan. and July.	New York.	1896	....
1st Mortgage, gold.....	1,633,000	7 1/2	Jan. & July.	Boston.	1905	....	2d Mortgage for \$1,000,000.....	546,500	7 1/2	M. J. S. & D.	Buffalo.	1908	....
1st Mortgage, gold, guar.....	1,942,200	7 1/2	"	"	1906	....	Burlington, Cedar Rapids & Nor.						
Kansas City, Top. & Western:							1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1906	....
1st Mortgage, gold.....	854,000	7 1/2	Jan. & July.	Boston.	1905	....	Rurl. and Mo. River (C., B. & Q.):						
Income Bonds.....	200,000	....	....	....	....	....	Land and R. R. Mortgage.....	4,621,250	7	April & Oct.	N. Y. & Bos.	1893	....
Pleasant Hill and De Boto:							Stock (common) Bonds.....	279,000	8	Jan. & July.	"	1894	....
1st Mortgage, gold.....	120,000	7 1/2	April & Oct.	Boston.	1907	....	Stock (common) Bonds.....	370,500	8	"	"	1889	....
Foran, El Dorado & West:							Bur. & Mo. R. in Neb. (C., B. & Q.):						
1st Mortgage, gold.....	810,000	7 1/2	April & Oct.	Boston.	1907	....	Bonds convertible until 1892.....	600,000	8	Jan. and July.	Boston.	1883	....
New Mexico and So. Pacific:							Consol. Mortgage for \$14,000,000	7,605,000	6	"	"	1918	....
1st Mortgage, gold.....	5,610,000	7 1/2	"	Boston.	1908	....	Burlington and Southwestern:						
Atlanta and Charlotte Air Line:							1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1895	....
1st Mortgage (registered).....	600,000	7	April & Oct.	New York.	1897	....	1st Mortgage (Linneus Branch).	1,600,000	7	"	"	1892	....
1st Mortgage pt. ferred.....	4,250,000	7	Jan. & July.	"	1907	....	Cairo, Ark. & T. (St. L., L. M. & S.):						
Atlantic, Miss. and Ohio:							1st Mort., gold (Coup. or Reg.)	1,450,000	7 1/2	June and Dec.	New York.	1897	....
1st Mort. consol. for \$15,000,000..	5,470,000	7 1/2	April & Oct.	New York.	1901	....	Cairo & Fulton (St. L., I. M. & S.):						
2d Mort. to State (no int. till '80)	4,000,000	....	....	....	....	....	1st Mort. (R. R. and Land).....	7,948,000	7 1/2	Jan. & July.	New York.	1891	....
Norfolk and Petersburg:							Cairo and St. Louis:						
1st Mortgage, extended.....	306,000	8	Jan. & July.	New York.	1887	....	1st Mortgage.....	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
1st Mortgage, extended.....	157,000	7	"	"	1887	....	California Pacific:						
2d Mortgage, extended.....	458,000	8	"	"	1893	....	1st Mortgage, gold.....	2,250,000	7 1/2	Jan. & July.	New York.	1880	....
South Side:							2d Mortgage, end. by Gen. Pac.	1,600,000	6 1/2	"	"	1891	....
1st preferred bonds.....	654,000	8	Jan. & July.	New York.	84-'90	....	3d Mortgage, guar. by Gen. Pac.	2,000,000	6	"	"	1905	....
2d preferred bonds.....	621,000	6	"	"	84-'90	....	3d Mortgage, guar. by Gen. Pac.	1,000,000	3	"	"	1906	....
3d preferred bonds.....	452,500	6	"	"	86-'90	....	Camden & Amboy (U. Co. of N. J.)						
Virginia and Tennessee:							Loan of 1883.....	1,700,000	6	Feb. and Aug.	Philadelphia.	1883	....
Enlarged Mortgage.....	990,000	6	Jan. & July.	New York.	1884	....	Loan of 1889.....	866,000	6	June and Dec.	Princeton.	1889	....
4th Mortgage.....	96,900	8	"	"	1900	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Registered Certificates.....	84,000	8	"	"	1875	....	Camden and Atlantic:						
Funded Int. est.....	226,000	8	"	"	1880	....	1st Mortgage.....	490,000	7 1/2	Jan. & July.	Philadelphia.	1893	....
Atlantic and Pacific:							2d Mortgage.....	497,000	6	April & Oct.	"	1904	....
1st Mort. S. F. for \$25,000,000...	25,000pm	6 1/2	Jan. & July.	N. Y. or Bos.	1910	....	Camden and Burlington County:						
Income Bds, non-cumulative.....	15,750pm	6	April & Oct.	"	1910	....	1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Atlantic and St. Lawrence:							Canada Southern:						
2d Mortgage (sterling) of 1884...	1,500,000	6 1/2	April & Oct.	London.	1881	....	New Mort. (\$14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	....
3d Mortgage (sterling) of 1871...	713,000	6 1/2	May & Nov.	"	1881	....	Carolina Central:						
Wild Eagle Valley:							1st Mortgage.....	3,000,000	6 1/2	Jan. & July.	New York.	1923	....
General Mortgage.....	400,000	....	Jan. & July.	Philadelphia.	1910	....	2d Mortgage-Income Bonds...	3,000,000	7	April & Oct.	"	1914	....
Baltimore and Ohio:							Catawissa:						
Loan of 1885-'88.....	1,710,000	....	April & Oct.	Baltimore.	1885	....	1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
Loan of 1885-'90 (Balt.) sig. fd.	2,433,520	6 1/2	Jan. & July.	"	1890	....	1st Mortgage (new).....	1,300,000	7	"	"	1900	....
Loan of 1870-'95 (sig. fd.) sig. fund.	2,882,956	6 1/2	March & Sept.	London.	1895	....	Chatell Mortgage.....	209,350	5	May & Nov.	"	'88-'89	....
Loan of 1872-1902 (sig. S. F.)	8,507,352	6 1/2	"	"	1902	....	Oceder Falls and Minnesota:						
Loan of 1874-1910 (sig. S. F.)	9,107,547	6 1/2	May & Nov.	"	1910	....	1st Mort. (C. F. to Waverly)....	198,000	7	April & Oct.	New York.	1884	....
Sterling Debentures.....	968,000	6 1/2	Jan. & July.	"	1881	....	1st Mort. (W. to Minn. Line)...	1,334,000	7	Jan. & July.	"	1877	....
Purchase of Connellsville R. R.	800,000	6	"	Baltimore.	'81-'00	....	Cedar Rapids & Mo. Riv. (C. & N. W.):						
Ster. Loan, lien on Chi. line bds.	7,744,000	5	June & Dec.	London.	1927	....	1st Mortgage, 1861, (70 miles)...	700,000	7	Feb. & Aug.	New York.	1891	....
Parkersburg Branch Bonds...	3,000,000	6	April & Oct.	Baltimore.	1919	....	1st Mortgage, 1863, (18 miles)...	582,000	7	"	"	1894	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....	1st Mortgage, 1866, (146 miles)...	2,332,000	7	May and Nov.	"	1916	....
Bonds to State of Maryland...	366,000	6	"	"	1888	....	Central Branch Union Pacific:						
Baltimore and Potomac:							1st Mort. (Atch. & Pike's Peak)...	1,600,000	6	May & Nov.	New York.	1895	....
1st Mort. (Tunnel) gold, S. F....	1,500,000	6 1/2	Jan. & July.	Balt. or Lond.	1911	....	2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	U. S. Treas.	'96-'98	....
1st Mortgage (R. R.) gold S. F....	3,000,000	6 1/2	April & Oct.	Philadelphia.	1911	....	Funded Interest Bonds.....	640,000	7 1/2	May & Nov.	New York.	....	....
2d Mort. Inc. (R. R. and Tunnel)	2,000,000	6	Jan. & July.	Baltimore.	1915	....	Central of						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Central Pacific:							Chic. and N. Western (continued):						
1st Mort. 30 years bonds, (gold).	26,883,000	6*	Jan. & July.	New York.	'96-'98	....	Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
State Aid B'ds (Int. by State) gold	1,500,000	7*	"	"	1884	....	General Consol. Gold Bonds	12,348,000	7*	June & Dec.	"	1902	....
2d Mort. (Governm't Subsidy).	26,883,000	6*	"	"	'96-'98	....	Sinking Fund Bonds of 1879	6,440,000	5-6	Apr. and Oct.	"	1929	....
1st Mort. (Western Pacific) gold	2,616,000	6*	"	"	1899	....	1st Mort. ext. (Gal. & Chi. U.)...	1,632,000	7	Feb. & Aug.	"	1882	....
Government Lien (West. Pac.)...	1,970,566	6*	"	"	1899	....	1st Mortgage (Chic. & Mil.)...	1,700,000	7	Jan. and July.	"	1898	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	"	"	'88-'92	....	1st Mortgage gr. (Iowa Midland)	1,350,000	8	April & Oct.	"	1900	....
1st Mort. (S. Fr., Okla. & Ala.)...	687,000	8	"	"	1890	....	1st Mort. (Northwestern Union)	3,500,000	7*	March & Sept.	"	1917	....
1st Mort. (San Joaquin V.D.) gold	6,030,000	6*	April & Oct.	"	1900	....	1st Mort. (Minnesota Valley)...	150,000	7	April & Oct.	"	'908	....
Land bonds (Cen. Pacific) gold.	6,630,000	6*	"	"	1890	....	1st Mort. (Rock. and Nor. Mo.)...	200,000	7	March & Sept.	"	1908	....
Income bonds, Sinking Fund ..	3,285,000	8	May & Nov.	"	1888	....	1st Mort. (Plainview Railroad)...	100,000	7	"	"	1908	....
Central Vermont:							Winona and St. Peter—						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....	1st Mortgage, guar.....	2,919,000	7	Jan. & July.	New York	1887	....
2d Mort., Consol. (") ..	1,500,000	7	June & Dec.	"	1891	....	2d Mortgage, guar.....	1,810,000	7	May & Nov.	"	1907	....
Equipment Mort. (") ..	1,500,000	8	May & Nov.	"	'76-'80	....	Extension Mortgage Bonds..	4,255,000	7*	June & Dec.	"	1916	....
Income and Extension Bonds..	1,508,800	8	"	"	1902	....	Chicago, Pekin & Southwestern:						
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	....	1st Mortgage.....	1,000,000	8	Feb. & Aug.	New York.	1901	....
Charlotte, Columbia & Augusta:							2d Mortgage.....	750,000	8	April & Oct.	"	1891	....
1st Mortgage.....	1,807,500	7	Jan. & July.	New York.	1896	....	Chicago, Rock Island and Pacific:						
2d Mortgage.....	600,000	7	April & Oct.	"	1910	....	1st Mortgage for \$12,500,000...	10,000,000	6	Jan. & July.	New York.	1917	....
Charters:							Chicago, St. Louis & N. Orleans:						
1st Mortgage.....	500,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage for \$13,000,000...	3,468,000	7	May & Nov.	New York.	1897	....
Cherry Valley, Sharon and Alb.:							2d Mortgage for \$3,000,000...	7,253,000	6	June & Dec.	"	1907	....
1st Mortgage.....	300,000	7	June & Dec.	New York.	1899	....	N. Orleans, Jack. & Gt. Nor.—						
Chesapeake and Ohio:							1st Mortgage.....	2,941,000	8	Jan. & July.	New York.	1886	....
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	....	2d Mortgage.....	1,500,000	8	April & Oct.	"	1890	....
1st Mortgage gold "A" ..	2,000,000	6*	April & Oct.	"	1908	....	Mississippi Central—						
1st Mort. gold "B" ..	15,000,000	6*	May & Nov.	"	1915	....	1st Mortgage.....	315,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage Income.....	10,000,000	6	Jan. & July.	"	1884	....	2d Mortgage.....	1,996,000	8	Feb. & Aug.	"	1886	....
Virginia Central Mort. Coupon..	918,000	6	"	"	1884	....	Chic. & Southwestern (C., R. L. & Pac.):						
Cincinnati:							1st Mortgage, gold, guar.....	5,300,000	7	May and Nov.	New York.	1899	....
Coupon bonds (no Mort.).....	806,900	6	Jan. & July.	Boston.	'80-'96	....	Chicago, St. Paul, Minn. & O.:						
Chicago and Alton:							Consol. M., 1880, for \$50,000,000.	7,600,000	6	June & Dec.	New York.	1900	....
1st Mortgage.....	2,367,000	7	Jan. & July.	New York.	1893	....	Chicago, St. Paul, and Minn.—						
1st Mortgage, Income.....	1,096,000	7	April & Oct.	"	1883	....	1st Mortgage, gold.....	2,800,000	6*	May & Nov.	New York.	1918	....
Consol. Bonds (\$200 stg. each).	4,379,950	6*	Jan. & July.	London.	1903	....	2d Mortgage, land grant	2,018,000	6*	"	"	1898	....
Sinking Fund Gold Bds.	3,000,000	6*	May & Nov.	New York.	1903	....	St. Paul, Stillw. & Tay. Falls—						
1st Mort. (St. L. J. & C.) assumed	564,000	7	April & Oct.	"	1894	....	1st Mortgage.....	450,000	8	Jan. & July.	New York.	1901	....
2d Mort. (") ..	188,000	7	Jan. & July.	"	1898	....	St. Paul and Sioux City—						
Chicago, Burlington and Quincy:							1st Mortgage, gold.....	7,000,000	6*	April & Oct.	New York.	1919	....
Trust Mortgage, 8 1/2% Income.	2,711,000	8	Jan. & July.	New York.	1883	....	North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	"	1930	....
Trust Mortgage (Burl. to Peoria)	653,000	7	April & Oct.	"	1890	....	Chicago and West Michigan:						
2d Mort. (Northern Cross) gold.	741,000	6*	Jan. & July.	Frankfort.	1890	....	1st Mortgage.....	477,000	8	March & Sept.	Boston.	1889	....
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	....	Cincinnati, and Baltimore:						
Plain 5 per cent bonds.....	2,356,000	5	"	"	1901	....	1st Mort. guar. by B. & O. & M. & C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Bonds of 1875, Sinking Fund..	394,000	6	June & Dec.	Boston.	1895	....	Cincinnati, Hamilton and Dayton:						
Plain 7 per cent bonds.....	88,847	7	Jan. & July.	"	1896	....	2d Mortgage of 1865.....	494,000	7	Jan. & July.	New York.	1885	....
Consol. Mortgage for \$30,000,000.	13,698,000	7	"	New York.	1903	....	Consol. S. F. M. for \$1,000,000..	1,224,000	7	April & Oct.	"	1905	....
Chicago and Canada Southern:							Cincinnati, Ham. & Ind. (C. H. & D.):						
1st Mortgage.....	3,511,250	7*	April & Oct.	New York.	1902	....	1st Mortgage, guar.....	2,500,000	7	Jan. and July.	New York.	1908	....
Chicago, Cincinnati and Louisv.:							Cin. & Ind. (C., I., St. L. & C.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage.....	499,000	7	June & Dec.	New York.	1902	....
Chicago, Cin., Dub. and Mil. n.:							2d Mortgage, guar.....	1,545,800	7	Jan. and July.	"	'82-'92	....
1st Mortgage.....	5,000,000	6	Jan & July.	New York.	1920	....	Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage, old.....	400,000	7	Feb. & Aug.	"	1884	....	1st Mortgage, 1870, for \$7,500,000.	1,000,000	6	May & Nov.	New York.	1920	....
Chicago, Det. and Ja. G'd June:							1st Mort. (Ind. Cin. and Laf.) ..	2,872,000	7	Feb. and Aug.	"	1897	....
1st Mortgage.....	1,025,000	6	June & Dec.	London.	....	....	Equipment Bonds reg. (do.) ..	187,000	10	March & Sept.	"	1888	....
Chicago and Eastern Illinois:							1st Mort. (Indianap. & Cin.) '88	1,600,000	7	April & Oct.	"	1889	....
1st Mortgage, Sinking Fund....	2,925,000	6	June & Dec.	New York.	1907	....	1st Mort. (Cin. & Indiana) ..	499,000	7	June & Dec.	"	1892	....
2d Mort., Income, (non-cum.)...	714,349	7	December.	"	1907	....	2d Mort. (") .. guar.	1,545,800	7	Jan. & July.	"	'82-'92	....
Chicago and Grand Trunk:							1st Mort. (Cin., Laf. and Chi.) ..	1,120,000	7*	March & Sept.	"	1901	....
1st Mortgage, Sterling.....	6,000,000	6*	Jan. & July.	London.	1900	....	Cin., Laf. & Chi. (C., I., St. L. & C.):						
2d Mortgage Income.....	4,000,000	7	September.	New York.	1900	....	1st Mortgage, gold.....	1,120,000	7*	March & Sept.	New York.	1901	....
Chicago and Iowa:							Cincinnati & Muskingum Valley:						
1st Mortgage.....	1,750,000	8	Jan. & July.	N.Y. & Bost.	1901	....	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Chicago, Iowa and Nebraska:							Cincinnati, Richmond & Chicago:						
2d Mort. (now 1st).....	568,200	7	Jan. & July.	Boston.	1888	....	1st Mortgage guar. by C. H. & D.	600,000	7	Jan. and July.	New York.	1896	....
3d Mort. (now 2d).....	211,500	7	Feb. & Aug.	New York.	1892	....	2d Mortgage	65,000	7	"	"	1889	....
Chicago and Milwaukee:							Cinc., Rich. & St. Wayne (G. R. & L.):						
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....	1st Mortgage gold, guar.....	1,300,000	7*	June and Dec.	New York.	1921	....
Chicago, Milwaukee and St. Paul:							Cin. Rockport and Southwestern:						
Consol. Mort. for \$35,000,000...	8,433,000	7	Jan. & July.	New York.	1906	....	1st Mortgage, gold.....	266,500	6*	Jan. and July.	New York.	1908	....
2d Mortgage.....	496,000	7	April & Oct.	"	1884	....	Cincinnati, Sandusky and Clev.:						
1st Mort. (La Crosse Division).	6,000,000	7	Jan & July.	"	1893	....	2d Mortgage.....	1,100,300	7	June and Dec.	New York.	1900	....
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	"	"	1903	....	1st Mort. (San. Day. & Cin.)...	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	"	"	1908	....	1st Mort. (San. City and Ind.)...	350,000	7	March & Sept.	"	1897	....
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	"	"	1897	....	Cincinnati and Springfield:						
1st Mort. (Minnesota Central.)	183,000	7	"	"	1894	....	1st Mort. (guar. by C. C. C. & L.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
1st Mort. (St. Paul Division.)	4,000,000	7*	"	"	1902	....	2d Mortgage.....	661,000	7	Jan. and July.	"	1902	....
1st Mort. (Iowa and Dak. Div.)	577,000	7	Feb. & Aug.	"	1899	....	Clev., Col., Cin. & Indianapolis:						
1st Mort. (Prairie du Chien Div.)	3,674,000	8	"	"	1898	....	1st Mortgage sinking fund.....	3,000,000	7	May & Nov.	New York.	1899	....
2d Mort. (") ..	1,315,000	7.5	Jan. & July.	"	1898	....	1st Mort. (C., U. and G. R. R.)...	125,000	7	June and Dec.	"	'75-'94	....
1st Mort. (Hast. and Dak. Div.)	160,000	7	"	"	1902	....	1st Mort. (Bell. and Ind. R.R.)...	408,000	7	Jan. & July.	"	1890	....
1st Mort. (Mil. and Western)...	219,000	7	"	"	1891	....	Consol. Mortgage for \$7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	....
1st Mort. (Southwestern Div.)...													

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Celebrookdale:							Dubuque and Dakota:						
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	....	1st Mortgage, gold, guar.	550,000	6*	Jan. & July.	New York	1919	....
Colorado Central:							Dubuque Southwestern:						
1st Mortgage, now.	2,526,000	7*	June & Dec.	Boston.	...	....	1st Mortgage.	450,000	7	April & Oct.	New York.	1883	....
Columbia and Port Deposit:							1st Mortgage, preferred.	51,500	7	Jan. & July.	"	1883	....
1st Mortgage.	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....	Dunkirk, Allegheny Val. & Pittsb.:						
Columbus, Chicago & Ind. Cent.:							1st Mortgage (gold).	2,000,000	7*	June & Dec.	New York	1890	....
1st Mortgage Consol. skg fund.	10,478,000	7	April & Oct.	New York.	1908	....	2d Mortgage.	1,000,000	7	April & Oct.	"	1890	....
2d Mortgage skg fund.	120,000	7	Feb. & Aug.	"	1890	....	3d Mortgage.	200,000	7	"	"	1890	....
Income convertible.	8,696,000	7	"	"	1890	....	East Broad Top:						
1st Mort. (Chic. and Gt. Eastern)	224,000	7	April & Oct.	"	1890-96	....	1st Mortgage.	500,000	7	Jan. & July.	Philadelphia.	1903	....
2d Mort. (")	23,200	7	Jan. & July.	"	1890-96	....	East Pennsylvania (Ph. & Va.):						
1st Mort. (Cin. and Chi. Air-L.)	118,400	7	F. M. A. & N.	"	1890-96	....	1st Mortgage, guaranteed.	495,900	7	March & Sept.	Philadelphia.	1888	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	East Tennessee, Virginia & Ga.:						
2d Mort. (")	821,000	7	May & Nov.	"	1904	....	1st Mort. skg fund for \$3,500,000	3,123,000	4	Jan. & July.	New York.	1900	....
1st M. (Col. & Ind.) 1st & 2d pref.	372,000	7	Jan. & July.	"	1883	....	2d Mortgage.	190,000	4	"	"	1892-87	....
1st Mort. (Tol. Loganap. & Bur.)	510,500	7	Feb. & Aug.	"	1884	....	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	"	1886	....
Income (")	67,545	7	"	"	1905	....	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	"	1886	....
1st Mort. (Union & Loganport)	715,000	7	April & Oct.	"	1905	....	Company Bonds (")	634,000	6	"	"	1890-86	....
Union Trust Co. Certificate.	1,500,000	....					Eastern (Mass.):						
Columbus and Hocking Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
1st Mortgage skg fund.	1,500,000	7	April & Oct.	New York.	1897	....	Certificates of Indebtedness.	13,393,430	4*	"	Bost. & Lond.	1906	....
1st M. Logan & Straitville Br.	300,000	7	Jan. & July.	"	1880	....	Eastern Shore (Md.):						
2d Mortgage.	730,000	7	"	"	1892	....	1st Mortgage.	400,000	6	Jan. & July.	Philadelphia.	1900	....
Columbus, Springfield and Cin.:							El River:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	Equipment Bonds.	113,000	7	F. M. A. & N.	1885	....
Columbus and Toledo:							Elizabethtown, Lex. & Big Sandy:						
1st Mortgage for \$2,500,000.	2,463,000	7	Feb. & Aug.	New York.	1905	....	1st Mortgage, gold.	1,200,000	6*	March & Sept.	New York.	1902	....
Columbus and Xenia:							Elmira and Williamsport (N. Cen.):						
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	1st Mortgage guaranteed.	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Concord and Claremont:							Income Mortgage guaranteed.	570,000	6	April & Oct.	"	2862	....
1st Mortgage.	500,000	7	.....	Concord, N.H.	1884	....	Erie-See N. Y., Lake E. & W.						
Connecticut Central:							Erie and Pittsburgh (Penn. Co.):						
1st Mortgage for \$100,000.	325,000	7	April & Oct.	.....	1896	....	1st Mortgage.	290,700	7	Jan. & July.	New York.	1882	....
Connecticut and Passumpsic Riv.:							2d Mortgage.	92,300	7	April & Oct.	"	1890	....
New Mortgage for \$1,500,000.	1,409,500	7	April & Oct.	Boston.	1893	....	Consolidated Mortgage.	2,194,000	7	Jan. & July.	"	1898	....
Common Notes.	123,000	7	June & Dec.	"	1881	....	Equipment Mortgage.	685,000	7	April & Oct.	"	1890	....
1st Mort. (Massachusetts) guar. gold.	400,000	6*	Jan. & July.	"	1890	....	European & N. American (Me.):						
Connecticut Western:							1st Mort. (Bangor City Bonds).	1,000,000	6	Jan. & July.	Boston.	1894	....
1st Mortgage.	3,200,000	7	Jan. & July.	New York.	1900	....	Kavanaugh and Terre Haute:						
Connecting (Philadelphia):							1st Mortgage (51 miles) skg. fund.	281,000	7	Jan. & July.	New York.	1887	....
1st Mort. A., B., C., D. & E.	991,000	6	March & Sept.	Philadelphia.	1900-04	....	1st Mortgage (109 m.)	611,000	7	May & Nov.	"	1887	....
Coraline, Cowanesque & Antrim:							Consolidated Mort. for \$1,500,000	25,000	6	Jan. & July.	"	1910	....
1st Mortgage.	450,000	7*	Jan. & July.	.....	1885	....	Kavanaugh, Terre Haute & Chi.:						
Cumberland & Penn. (Consol. Coal):							1st Mortgage, gold.	775,000	6*	May & Nov.	New York.	1900	....
1st Mortgage.	803,500	6	March & Sept.	New York.	1891	....	2d Mortgage, gold.	325,000	6*	Jan. & July.	"	1903	....
2d Mortgage, sinking fund.	594,000	6	May & Nov.	"	1888	....	Fitchburg:						
Cumberland Valley:							Bonds of 1874.	500,000	1	April & Oct.	Boston.	1894	....
1st Mortgage.	161,000	8	April & Oct.	Philadelphia.	1904	....	Bonds of 1877.	500,000	6	"	"	1897	....
2d Mortgage, sinking fund.	109,500	8	"	"	1908	....	Bonds of 1879.	500,000	6	"	"	1899	....
Plain bonds.	81,800	6	"	"	1884	....	Flint and Pere Marquette:						
Danbury and Norwalk.							1st Mort. Land Gr. (3d series).	1,722,000	8	March & Sept.	New York.	1883	....
1st Mortgage.	200,000	7	Jan. & July.	New York.	1890	....	Flint & Holly S. F. (\$25,000 p.y.)	300,500	10	May & Nov.	"	1885	....
2d Mortgage.	200,000	7	"	"	1892	....	1st Mort. (Bay C. & Sag. guar.)	100,000	10	Jan. & July.	Newark.	1882	....
Consolidated Mortgage.	100,000	6	"	"	1920	....	Bay County Bonds (guar.)	75,000	10	March & Sept.	New York	1887	....
Dayton and Michigan (C.H. & D.):							1st Mort. skg. f. (H., W. & Mon.)	1,000,000	8	Jan. & July.	"	1901	....
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....	Reorgan'n bds (redeem. at will).	.....	8	.....	.....	1910	....
2d Mortgage, guar.	428,000	7	March & Sept.	"	1887	....	Florida Central:						
3d Mortgage, guar.	361,000	7	April & Oct.	"	1888	....	1st Mortgage, gold coupon.	309,000	7*	Jan. & July.	New York.	1907	....
Toledo Depot bonds guar.	105,500	7	March & Sept.	"	1881-84	....	Flushing, North Shore and Cent.:						
Dayton and Union:							1st Mort. (Flushing and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
1st Mortgage.	90,000	7	.....	.....	1879	....	2d Mort. (")	400,000	7	"	"	1900	....
2d Mortgage.	135,000	7	.....	.....	1879	....	1st Mort. (Cent. R. R. Exten.)	200,000	7	"	"	1903	....
Income Bonds.	252,445	7	.....	.....	1879	....	Fonda, Johnstown & Gloversville:						
Dayton and Western (L. M. R.R.):							1st Mortgage.	300,000	7	Jan. & July.	New York.	1900	....
1st Mortgage (assumed).	495,000	6-7	Jan. & July.	New York.	1905	....	Fort Madison and Northwestern:						
Delaware (P. W. and Bail):							1st Mortgage, gold.	700,000	7*	April & Oct.	New York.	1905	....
1st Mortgage, guar.	650,000	6	Jan. & July.	Philadelphia.	1895	....	Fort Wayne, Muncie & Cin.:						
Delaware and Bound Brook:							1st Mortgage.	1,300,000	7*	April & Oct.	Boston.	1889	....
1st mortgage.	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....	2d Mortgage.	500,000	8	"	"	1896	....
Delaware, Lackawann. & Western:							Equipment Mortgage.	345,000	8	Jan. & July.	"	1881	....
2d Mortgage.	1,633,000	7	March & Sept.	New York.	1881	....	Framingham and Lowell:						
Convertible Bonds.	600,000	7	June & Dec.	"	1892	....	1st Mortgage.	500,000	7	April & Oct.	Boston.	1880	....
Consol. Mortgage Bonds.	3,067,000	7	March & Sept.	"	1907	....	Frankfort and Kokomo:						
1st M. Ext. (Lack. & Bloomsburg)	370,900	7	"	"	1885	....	1st Mortgage gold.	200,000	7	Jan. & July.	New York.	1903	....
Denver Pacific (Union Pacific):							Fremont, Elkhorn & Mo. Valley:						
1st Mortgage gold, land grant.	527,000	7*	May & Nov.	New York.	1899	....	1st Mortgage.	690,000	7	April & Oct.	New York.	1901	....
Denver & Rio Grande:							Income Bonds.	312,000	7	"	"	1893	....
1st Mort. gold, skg fund.	6,382,500	7*	May & Nov.	New York.	1900	....	Galena & Chic. Union (C. & N.W.):						
1st Mort. (Ark. Valley Div.)	1,040,000	7*	"	"	1902	....	1st Mortgage.	1,632,000	7	Feb. & Aug.	New York.	1882	....
Consolidated Mortgage.	8,476,000	7	Jan. & July.	"	1900	....	Galv., Harrisburg & San Antonio.						
Denver, South Park and Pacific:							1st Mortgage, gold, land grant.	4,800,000	6*	Feb. & Aug.	New York.	1910	....
1st Mort. gold sinking fund.	1,800,000	7	May & Nov.	N.Y. or Lond.	1905	....	2d Mortgage.	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
De Moines and Ft. Dodge:							Galveston, Houston & Henderson:						
1st Mortgage (coupon).	2,200,000	6	Jan. & July.	New York.	1905	....	1st Mortgage.	1,493,000	7*	Jan. & July.	New York.	1902	....
Detroit & Bay City (Mich. Cent.):							Geneva, Ithaca and Sayre:						
1st Mort. (\$424,000 guar.)	2,830,000	8	May & Nov.	New York.	1902	....	1st Mortgage, skg. fd., guar.	600,000	7*	Jan. & July.	New York.	1890	....
Detroit, Grand Hav. & Milwaukee:							Georgia (and Banking):						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1913	....	Company bonds (debentures).	425,000	7	Jan. & July.	Augusta	1890-90	....
2d Mort. (")	8,600,000	6	"	"	1918	....	Company bonds (debentures).	1,156,000	6	"	"	1900-97	....
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....	Grand Rapids & Indiana:						
1st Mort. (Det. & Pontiac R.R.)	144,000	7	Apr. and Oct.	"	1882	....	1st Mortgage L. G. guar. gold.	4,000,000	7*	Jan. & July.	New York.	1899	....
2d Mort. (")	100,000	7	Jan. & July.	"	1882	....	1st Mort. L. G. not guar. gold.	8,013,000	7*	April & Oct.	"	1899	....
3d Mort. (")	250,000	8	Feb. & Aug.	"	1883	....	Income Mortgage bonds.	987,000	7	March & Sept.	"	1906	....
Detroit, Lansing and Northern:							Grand River Valley (Mich. C.):						
1st Mortgage.	2,265,000	7	Jan. & July.	Boston.	1907	....	1st Mortgage guar.	1,000,000	8	Jan. & July.	New York.	1886	....
1st Mort. (Iowa and Lansing)	770,000	8	"	"	1889	....	Grand Rapids, Newazoo & L. S.:						
2d Mort. (")	81,000	8	May & Nov.	"	1880	....	1st Mortgage.	576,000	8	Jan. & July.	New York.	1891	....
Detroit, Mon. & Tol. (L.S. & M.S.):							2d Mortgage.	200,000	7	June & Dec.	"	1905	....
1st Mortgage.	924,000	7	Feb. & Aug.	New York.	1906	....	Great Western Railway of 1890:						
Dixon, Peoria and Hannibal:							1st Mort. ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
1st Mort. guar. by C., B. and Q.	846,500	8	Jan. & July.	New York.	1889	....	2d Mort.	2,500,000	7	May & Nov.	"	1893	....
Dubuque and Sioux City:							Green Bay and Minnesota:						
1st Mortgage 1st div.	296,000	7	Jan. & July.	New York.	1889	....	1st Mortgage.	3,200,000	7*	Feb. & Aug.	New York.	1900	....
1st Mortgage 3d division.	836,000	7	"	"	1894	....						

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Greenville and Columbia:							Jersey City and Bergen:						
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86		1st Mortgage	385,000	7				
1st Mortgage not guaranteed.	642,192	7	"	"	'81-'86		Joliet and Chicago (C. & Alton):						
Hannibal & Cent. Mo. (M. K. & T.)							1st Mortgage sfg fund guar.	206,000	8	Jan. & July.	New York.	1882	
2d Mortgage	768,000	7	May & Nov.	New York.	1880		Joliet and Northern Indiana:						
Hannibal & Naples (W. St. L. & P.)							1st Mort. guar. by Mich. Cent.	600,000	7	Jan. & July.	New York.	1907	
1st Mortgage	500,000	7	June & Dec.	New York.	1909		Junction, Philadelphia:						
Hannibal and St. Joseph:							1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882	
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	1884		2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	
Missouri State Loan	1,500,000	6	"	"	'89-'97		Kalamazoo, Allegan & Gr. Rapids:						
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	"	1885		1st Mort. assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	
General Land Mortgage	442,000	7	Jan. & July.	"	1883		Kalamazoo and Schoolcraft:						
1st Mort. (Guiney & Palmyra)	433,670	8	Feb. & Aug.	"	1892		1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1888	
1st Mort. (Kansas City & Cam.)	1,200,000	10	Jan. & July.	"	1892		Kalamazoo, & S. Haven (M. Cen.)						
Harrisburg, Port. M. Joy & Lan.							1st Mortgage guar. by lessees	640,000	8	May & Nov.	New York.	1880	
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia.	1883		2d Mortgage	70,000	8	"	"	1890	
Harrisburg and Potomac:							Kalamazoo & White Pigeon:						
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904		1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	
Hartford and Connecticut Valley:							Kansas City and Cameron:						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901		1st Mort. ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1902	
Holly, Wayne & Monroe (F. & P.)							Kansas Central:						
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901		1st Mortgage for \$2,400,000	504,000	7	April & Oct.	New York.	1900	
Holyoke and Westfield:							Kansas City, Burl. & Santa Fe:						
1st Mortgage	260,000	6-7	April & Oct.	New Haven.	'91-'96		1st Mortgage	600,000	8	"	"		
Huamatic:							New Mortgage	1,500,000	7	Jan. & July.	New York.	1910	
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885		Kansas City, Ft. Scott & Gulf:						
2d Mortgage of 1869	300,000	6	Jan. & July.	Brpt. & Bost.	1889		1st Mort. L. G., sinking fund	4,000,000	7	Jan. & July.	Boston.		
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1883		Mortgage on Branches	1,325,000		"	"		
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910		Kansas City, Lawrence & So.:						
Houston, East and West Texas:							1st Mortgage	2,940,000	4-6	April & Oct.	Boston	1906	
1st Mortgage, gold	180,000	7	May and Nov.	New York.	1893		1st Mort. (So. Kansas & West.)	545,000	7	Jan. & July.	"	1910	
Houston and Texas Central:							1st Mort. (Summer Co. R. R.)	300,000	7	"	"	1910	
1st Mortgage L.G. sfg fund, gold	2,262,000	7	Jan. & July.	New York.	1891		Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage (L. G. West. Div.)	2,270,000	7	"	"	1891		1st Mort. (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1886	
1st Mort. (Waco & N. W. Div.)	969,000	7	"	"	1903		1st Mortgage	4,496,822	7	"	"	1907	
Income and Indemnity Bonds.	2,500,000	7	May & Nov.	"	1887		Income Bonds	2,488,174	6	April & Oct.	Boston.	1807	
Consol. Mort. L. G. (M. & W. D.)	3,642,000	8	April & Oct.	"	1912		Kansas City, St. Louis & Chicago:						
Consol. Mort. L. G. (Waco & N.)	680,000	8	May & Nov.	"	1916		1st Mortgage	3,000,000	6	May & Nov.	New York.	1903	
Huntingdon and Broad Top Mt.:							Kan. City, Top & W. (A. T. & S. Fe)						
1st Mortgage gold	416,000	7	April & Oct.	Philadelphia.	1890		1st Mortgage	854,000	7	Jan. & July.	Boston.	1906	
2d Mortgage, gold	267,500	7	Feb. & Aug.	"	1895		Income Bonds	200,000					
Consolidated Mortgage	1,500,000	7	April & Oct.	"	1895		Kansas Pacific (Union Pacific):						
Illinois Central:							1st Mort. (1st Div. 140 m.) gold	2,240,000	6	Feb. & Aug.	New York.	1896	
Redemption Bonds, currency	2,500,000	6	April & Oct.	New York.	1890		1st Mort. (2d Div. 253.94 m.) gold	4,068,000	6	June & Dec.	"	1896	
Sterling Bonds, \$200,000	2,500,000	6	"	London.	1895		1st M. (3d Div. 244.66m. & 3,000,000a)	8,379,000	6	May & Nov.	N. Y. L. & F.	1896	
Sterling Bonds, \$200,000	1,000,000	6	June and Dec.	"	1905		1st Mort. (2,000,000 acres) gold	1,400,000	7	Jan. and July.	"	1880	
Sterling Bonds, Sinking Fund	4,200,000	6	April & Oct.	"	1903		2d Mort. (" " " gold)	3,000,000	7	March & Sept.	New York.	1896	
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898		1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	"	1896	
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	"	"		2d Mortgage (Gov't Subsidy)	6,808,000	6	Jan. & July.	U. S. Treas.	'95-'97	
Illinois Grand Trunk (C. B. & Q.)							3d Mortgage (Income)	1,124,150	7	March & Sept.	New York.	1916	
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890		Kentucky Central:						
Illinois Midland:							2d Mort. (Covington & Lexington)	792,000	7	March & Sept.	New York.	1883	
1st Mortgage, gold	4,175,000	7	Jan. & July.	"	1905		3d Mortgage	283,000	7	June & Dec.	"	1886	
Illinois & So. Iowa (W. St. L. & P.)							Keokuk and Des Moines:						
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882		1st Mort. guar. by C. R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	
Indiana, Bloomington & Western:							Knox and Lincoln:						
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900		1st Mortgage	2,395,000	6	Various.	Boston.	'80-'90	
1st Mortgage, not preferred	3,500,000	3-6	April & Oct.	"	1909		Knoxville and Ohio:						
2d Mortgage	1,500,000	3-6	Jan. & July.	"	1909		1st Mortgage	500,000	7	Jan. & July.	New York.	1906	
Income Bonds	1,500,000	6	"	"	1919		Lake Erie and Western:						
Indianapolis, Decatur & Spring:							1st Mortgage, gold	1,815,000	6	Feb. & Aug.	New York	1919	
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906		Income Bonds, conv. (non-con.)	1,485,000	7	August.	"	1899	
2d Mortgage, Income	2,609,000	7	Jan. & July.	"	1906		1st Mortgage (Sandusky Ext.)	327,000	6	Jan. & July.	"	"	
Indianapolis and Madison:							Income (Sandusky Extension)	600,000			"	"	
1st Mort. assumed by J. M. & I.	397,000	7	May & Nov.	New York.	1881		1st Mort. (La., Bl. & Muncie)	2,500,000	6	May & Nov.	"	1919	
Indianapolis and St. Louis:							Income (" " ")	1,000,000	7	Annually.	"	"	1899
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919		Lake Ontario Southern:						
2d Mortgage	906,000	7	April & Oct.	"	1900		1st Mortgage, gold	1,000,000	6	April & Oct.	New York.	1910	
Equipment Mortgage	500,000	8	Jan. & July.	"	1881		Lake Shore & Michigan South'n.						
Indianapolis & Vincennes:							Consol. Mort., S.F., Regist'd.	9,441,000	7	J. A. J. & O.	New York.	1900	
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908		Consol. Mort., S.F., Coupon				"	1900	
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900		2d Consol. Mort. for \$25,000,000	10,480,000	7	June & Dec.	"	1903	
International and Gt. Northern:							Bonds of 1892 (Reg. & Coupon)	2,708,000	7	April & Oct.	"	1882	
1st Mort. (purchase money) gold	6,024,000	6	May & Nov.	New York.	1919		Lake Shore Dividend Bonds	1,358,000	7	"	"	1899	
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	"	1909		3d Mort. (Clev. Pain. & Ash.)	920,000	7	"	"	1892	
Ionia and Lansing (D. L. & N.)							1st Mort. (Mich. S. & Nor. Ind.)	5,285,000	7	May & Nov.	"	1885	
1st Mortgage	770,000	8	Jan. & July.	Boston.	1889		1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	
Iowa Falls and Sioux City:							2d Mort. (" " ")	849,000	7	April & Oct.	"	1886	
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917		Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	"	1882	
Iowa Midland (C. & N. W.):							Mort. Bonds (" " ")	300,000	7	March & Sept.	"	1886	
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900		Mort. Bonds (" " Erie)	2,834,000	7	April & Oct.	"	1898	
Iowa & Min. exota (C. M. & St. P.)							1st M. (Detrit, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	
1st Mortgage	3,810,000	7	Jan. & July.	New York.	1897		1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	
2d Mortgage, Income	498,000	7	Jan. & July.	New York.	1907		1st M. (School. & Three Rivers)	100,000	8	"	"	1887	
Jackson, Lans. & Sag. (Mich. Cen.)							1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1886		1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1883	
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	"	1890		1st M. (Jamestown & Franklin)	397,000	7	"	"	var	
Consolidated Mortgage	1,943,000	8	March & Sept.	"	1891		2d M. (" " ")	500,000	7	June & Dec.	"	1894	
Jacksonville, Pensac. and Mobile:							Lawrence (P. Ft. W. & Orl.):						
State Bonds	4,000,000	8	Jan. & July.	New York.	1900		1st Mortgage, guaranteed	336,000	7	Feb. & Aug.	New York.	1895	
Jamestown & Frank. (L.S. & M. So.)							Leavenworth, Atch. & N. West'n:						
1st Mortgage guaranteed	397,000	7	Jan. & July.	New York.	1897		1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1889	
2d Mortgage guaranteed	500,000	7	June & Dec.	"	1894		Lehigh and Lackawanna:						
Jefferson (Erie):							1st and 2d Mortgages	600,000	7	June & Dec.	Philadelphia.	1907	
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89		1st Mortgage (coupon & reg.)	5,000,000	6	June & Dec.	Philadelphia.	1898	
1st Mort. (Carbondale Section)	2,000,000	7	"	"	1889		2d Mortgage registered	6,000,000	7	March & Sept.	"	1910	
2d Mortgage consol.	2,382,000	7	April & Oct.	New York.	1906		Consol. Mort., gold, coup. & reg.	14,304,000	6	June & Dec.	"	1923	
2d Mortgage consol.	2,000,000	7	Jan. & July.	"	1910		Little Miami:						
1st Mortgage (Ind. & Mad.) guar.	397,000	7	May & Nov.	"	1881		1st Mortgage	1,402,000		Jan. & July.	Cincinnati.	1883	
Junction and Breakwater:							Street Connection Bonds	475,000		Various.	"	1894	
1st Mortgage	470,000	6	Jan. & July.	New York.	1890		Little Rock and Fort Smith:						
2d Mortgage	250,000	6	Feb. & Aug.	"	1896		1st Mortgage L. G. sinking fund.	2,650,000	7	Jan. & July.	Boston.	1905	
							Little Rock, Minn. Riv. & Texas:						
							1st Mortgage	1,250,000	7	Jan. & July.	Boston.	1899	

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Little Schuylkill (Phila. & Rdg.):	\$						Milwaukee, Lake Sh. & Western:	\$					
1st Mortgage, Skg. Fd.	458,000	7	April & Oct.	Philadelphia.	1892	....	1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York	1895	....
Long Island:							1st Mort. (North m. Division)	572,000	7	March & Sept.	"	1900	....
1st Mortgage (Extension)	175,000	7	May & Nov.	New York.	1890	....	1st Mort. (Tehkosh Division)	200,000	7	Feb. & Aug.	"	1900	....
1st Mortgage (Glen Cove Br.)	150,000	7	"	"	1884	....	1st Mort. (Wausau Division)	280,000	7	"	"	1910	....
2d Mortgage	1,121,500	7	"	"	1895	....	1st Mortgage (Equipment)	179,000	9	June & Dec.	"	1899	....
Atlantic Ave. Improve. Certif.	986,772	7	Feb. & Aug.	"	1918	....	Mineral Point:						
1st Mort. (Smithtown & Ft. Jef.)	114,800	7	"	"	'81-'82	....	1st Mortgage	320,000	10	Jan. & July.	Detroit.	1890	....
1st Mort. (Newtown & Flush.)	200,000	7	March & Sept.	"	1901	....	Minneapolis & St. Louis:						
1st Mort. (N. Y. & Rockaway)	250,000	7	May & Nov.	"	1891	....	1st Mort. (Min. to Williamsburg)	455,000	7	Jan. & July.	New York.	1907	....
1st Mort. (N. Y. & Rockaway)	250,000	7	April & Oct.	"	1901	....	1st Mort. (Mem. J. to A. L. L.)	950,000	7	June & Dec.	"	1927	....
Louisiana & Mo. Riv. (Ch. & Al.):							1st M. (Min. to White B. L. Guar.)	280,000	7	May & Nov.	"	1907	....
1st Mortgage	1,851,000	7	Feb. & Aug.	New York.	1900	....	1st Mort. (A. L. L. to Ft. Dodge) gold	1,020,000	7	June & Dec.	"	1909	....
2d Mortgage	300,000	7	May & Nov.	"	1900	....	Mortgage (Southw. B. L.) gold	12,000 pm	7	"	"	1910	....
Louisville, Cin. and Lexington:							Minnesota Valley (C. & N. W.):						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....	1st Mortgage	150,000	7	April & Oct.	New York.	1908	....
1st Mortgage	2,900,000	7	"	"	1897	....	Mississippi and Tennessee:						
New Mortgage for \$1,000,000	761,700	7	April & Oct.	"	1907	....	1st Mortgage, Series A	975,000	8	April & Oct.	New York.	1902	....
Louisville and Nashville:							2d Mortgage, Series B	1,601,000	8	Jan. & July.	"	1902	....
General Mortgage for \$20,000,000	5,000,000	6	June & Dec.	N. Y. & Louis.	1920	....	Missouri, Kansas and Texas:						
Consol. Mort. S. F. for \$5,000,000	7,071,000	7	April & Oct.	"	1898	....	1st Mort. (U. Pac. S. Br.) skg fund	2,310,000	6	Jan. & July.	New York.	1899	....
2d Mortgage, Gold 10-year	3,500,000	7	May & Nov.	"	1888	....	1st Mort. (Teb. & Neosho) S. F.	849,000	7	June & Dec.	"	1903	....
1st Mort. (Lebanon Branch)	85,000	7	"	New York.	'80-'85	....	Consol. Land Grant, skg fd gold	14,752,000	1	Feb. & Aug.	"	'04-'06	....
1st Mort. (Memphis and Ohio)	2,270,770	6	June & Dec.	London.	1901	....	2d Mortgage, Income	7,571,553	6	April & Oct.	"	1911	....
1st Mort. (Memph. & Clark. Br.)	1,000,000	6	Feb. & Aug.	New York.	1902	....	Brownville Bridge bonds, guar.	950,000	7	May & Nov.	"	1906	....
1st Mort. (N. Orleans & Mo.)	1,500,000	6	Jan. & July.	"	1890	....	Consol. Mort. for \$45,000,000						
1st Mort. (N. Orleans & Mo.)	1,500,000	6	June & Dec.	"	1919	....	Missouri Pacific:						
Mort. (Evans, Hend. & Nash.)	225,000	6	Apr. and Oct.	"	'86-'87	....	1st Mortgage gold	7,000,000	6	Feb. & Aug.	New York.	1888	....
Louisville Loan (no mortgage)	225,000	6	May & Nov.	"	1886	....	2d Mortgage sinking fund	2,573,000	7	Jan. & July.	"	1891	....
Louisville Loan (Lebanon Br.)	225,000	6	April & Oct.	N. Y. & Louis.	1888	....	3d Mortgage	4,500,000	7	May & Nov.	"	1891	....
Louisville Loan (Leb. Br. Exten.)	2,650,000	6	Jan. & July.	New York.	1884	....	St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	....
Debt. Bonds 1880	492,400	6	April & Oct.	"	1884	....	Real Estate Bonds	800,000	8	May & Nov.	New York.	1892	....
Trust Company Certificates							1st Mort. (Carondelet Branch)	250,000	6	April & Oct.	"	1893	....
Louisville, New Albany & Chic.:							Consol. Mortgage for \$39,000,000						
1st Mortgage	3,000,000	6					1st Mort. (Missouri River R.R.)	400,000	7	April & Oct.	"	1889	....
McKean and Buffalo:							1st Mort. (Leav. Atch. & N. W.)	470,000	7	April & Oct.	"	1889	....
1st Mortgage	398,000	7	Jan. & July.	Buffalo.	1905	....	1st Mort. (St. L. and Lex.)	650,000	6	Jan. & July.	"	1894	....
Macon and Augusta:							1st Mort. (Kan. City and East.)	248,000	6	Jan. & July.	"	1894	....
1st Mortgage end. by Ga. R. R.	300,000	7	Jan. & July.	New York.	1887	....	1st M. (St. L. Kan. & Arizona)	1,200,000	6				
1st Mortgage not endorsed	100,000	7	"	"	1887	....	1st Mort. (Lexington & Southern)	1,050,000	6				
Madison & Portage (U. M. & St. P.):							Mobile and Girard:						
1st Mortgage	600,000	7	Apr. and Oct.	New York.	1902	....	2d Mort., end. by Cent. R.R. of Ga.	700,000	8	Jan. & July.	New York.	1889	....
M'holing Coal:							3d Mort., to Central R.R. of Ga.	800,000	4	June & Dec.	"	1897	....
1st Mortgage	1,490,000	7	Jan. & July.	New York.	1902	....	Mobile and Ohio:						
Maine Central:							1st Mortgage, issue of 1879	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
Consolidated 1st Mortgage	3,903,700	7	April & Oct.	Boston.	1912	....	First Preferred Debentures	5,300,000	7	As declared on or before Feb. 1, out of net earnings preceding fiscal yr. non-acc.	New York		
\$1,100,000 Loan, tax free	750,300	6	Jan. & July.	"	1898	....	Second Preferred Debentures	1,850,000	7		"		
Extension (gold) Loan	496,500	6	April & Oct.	"	1900	....	Third Preferred Debentures	600,000	7		"		
\$1,100,000 (A. & Ken.) Loan	1,100,000	6	Monthly	"	'00-'91	....	Fourth Preferred Debentures	900,000	7		"		
1st Mortgage (Portland & Ken.)	217,300	6	April & Oct.	Portl.	1888	....	Caro Extension	600,000	7	Jan. & July.	"	1892	....
Consol. Loan (Port. & Kennebec)	1,186,700	6	"	Boston.	1896	....	Morris and Essex (D. L. & W.):						
1st Mort. (Leeds & Farington)	633,000	6	Jan. & July.	"	1901	....	1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	....
Bath (Androscoggin) Loan	425,000	6	J. A. J. & O	"	1891	....	2d Mortgage guar.	3,000,000	7	Feb. & Aug.	"	1891	....
Manhattan Beach:							Convertible bonds	254,000	7	Jan. & July.	"	1900	....
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897	....	Gen'l M. (1st on Boston Br.) gr.	4,991,000	7	April & Oct.	"	1901	....
2d Mort., conv.	300,000	7	"	"	1890	....	Special Mortgage	1,025,000	7				
Marietta and Cincinnati:							Consol. mort. for \$25,000,000 guar.	5,050,000	7	June & Dec.	"	1915	....
1st Mortgage, Sterling	1,050,000	7	Feb. & Aug.	London.	1891	....	Nashua and Lowell:						
2d Mortgage Dollar	2,450,000	7	Jan. and July.	Baltimore.	1890	....	Bonds for freight depot	200,000	6	Feb. and Aug.	Bost. n.	1892	....
3d Mortgage Dollar	3,000,000	8	May & Nov.	"	1890	....	Nashville, Chattanooga & St. Louis:						
4th Mortgage Dollar	4,000,000	8	April & Oct.	"	1903	....	1st Mort., endorsed by Tenn.	898,000	6	Jan. & July.	New York.	'81-'86	....
1st Mort. (Scioto & Hock. Val.)	300,000	7	May & Nov.	"	1896	....	2d Mort. (Hela by U. S. Gov.)	1,000,000	4	June and Dec.	"	'81-'91	....
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....	New Mortgage for \$6,800,000	4,902,000	7	Jan. & July.	"	1913	....
1st Mort. (Cin. & Balt.)	750,000	7	Jan. & July.	"	1900	....	1st M. (Mc K. & W. & A. R. R.)	320,000	6	"	"	1910	....
Marquette, Houghton & Ontonagon:							1st Mort. (Tenn. & Pacific R.R.)	300,000	6	"	"	1918	....
1st Mortgage (Marq. & Ont.)	1,760,000	8	Jun. & Dec.	Boston.	1892	....	1st Mort. (Jasper Br. Extension)	90,000	8	"	"	1908	....
2d Mortgage	2,482,200	6	March & Sept.	"	1908	....	Nashville and Decatur (L. & Nash.):						
Massachusetts Central:							1st Mortgage sinking fund, guar.	1,975,000	7	Jan. & July.	New York.	1900	....
1st Mortgage guaranteed	400,000	6	Jan. & July.	Boston.	1890	....	2d Mortgage gold	178,000	6	April & Oct.	Nashville.	1887	....
Massachusetts Central:							Natchez, Jackson and Columbus:						
1st Mortgage for \$3,500,000	1,500,000	6	Jan. & July.	Bost. & N. Y.	1903	....	1st Mortgage, gold	800,000	7	April & Oct.	New York.	1910	....
Memphis and Charleston:							Nevada Central:						
1st Mortgage, extended	1,234,000	7	Jan. & July.	New York.	1915	....	1st Mortgage, gold	720,000	6	April & Oct.	New York.	1904	....
2d Mortgage	1,000,000	7	"	"	1886	....	Newark, Somerset & Stratsville:						
1st Mortgage (Tennessee Div.)	1,400,000	7	"	"	1916	....	1st Mortgage	800,000	7	May & Nov.	New York.	1889	....
Consolidated Mortgage	551,000	7	"	"	1916	....	Newburg, Dutchess and Conn.:						
Memphis and Little Rock:							Income Bonds	1,164,500	....			
1st Mortgage	250,000	8	May & Nov.	New York.	'81-'83	....	Newburg and New York:						
General Mortgage, Land Grant	2,600,000	4	January.	"	1907	....	250,000	7		New York.			
Metropolitan Elevated:							New Haven and Derby:						
1st Mortgage	8,500,000	6	Jan. & July.	New York.	1908	....	1st Mortgage	300,000	7	May & Nov.	New York.	1888	....
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	"	1899	....	2d Mort. guar. by New Haven	225,000	7	Various.	"		
Mexican Central:							New Haven and Northampton:						
1st Mortgage	11,420,000	7					1st Mortgage	1,800,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Income Bonds conv., non-cum.	2,000,000	8					Convertible bonds, tax free	100,000	6	April & Oct.	"	1892	....
Mexican National:							Holyoke and Westfield bonds	260,000	6-7	"	"	'91-'98	....
1st Mortgage, gold	7,500,000	6			1911	....	Consol. Sinking Fund Bonds	1,000,000	6	"	"	1909	....
Michigan Air Line (Mich. Cent.):							New Jersey and New York:						
1st Mort. (South Bend Div.)	200,000	8	May & Nov.	New York.	1890	....	1st Mortgage, 1890	275,900	6	May & Nov.	Jersey City.	1910	....
Michigan Central:							New Jersey Southern:						
1st Mortgage, convertible	437,000	8	April & Oct.	New York.	1882	....	1st M. (Int. guar. by N. Y. & L. B.)	1,449,000	6	Jan. & July.	New York.	1899	....
1st Mortgage sinking fund conv.	1,508,500	8	"	"	1882	....	1st Mort. (Long Br. & Sea Sh.)	200,000	7	June & Dec.	"	1899	....
Consol. Mortgage for \$13,000,000	8,000,000	7	May & Nov.	"	1902	....	New London Northern:						
1st Mort. (Mich. Air Line) ass'd	1,900,000	8	Jan. & July.	"	1890	....	1st Mortgage	300,000	6	April & Oct.	New York.	1885	....
Equipment Bonds for \$100,000	550,000	8	Apr. and Oct.	"	1883	....	2d Mortgage	387,500	7	Jan. and Dec.	"	1892	....
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	"	1909	....	Consol. Mortgage for \$1,500,000	512,000	6	Jan. & July.	"	1910	....
Mich. So. and North's Indiana:							New Orleans, Mobile and Texas:						
1st Mort. ass'd by L. S. & M. S.	5,240,000	7	May & Nov.	New York.	1885	....	1st Mortgage, gold, 1880	5,000,000	6	Jan. & July.	New York.	1935	....
Middletown, Unionv. & W. Gap:							2d Mortgage, debenture, 1890	3,000,000	6	May & Nov.	"	1930	....
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1886	....	New Orleans Pacific:						
Midland of New Jersey:							1st Mortgage, 1890	4,000,000	6	Jan. & July.	N. Y. & Phila.	1920	....
1st Mortgage	2,500,000	5-6	April & Oct.	New York.	1910	....						
Income Bonds, Class A and B	4,700,000	6	"	"	1950	....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.
			When.	Where.						When.	Where.	
New York & Canada (D. & H. C.):							Ohio Central:					
1st Mort. for £800,000, guar....	4,000,000	6*	May & Nov.	London.	1904	---	1st Mortgage, gold.....	3,000,000	6*	Jan. & July.	New York.	1920
New York Central & Hudson R.							Income bonds, non-cum., 1880..	3,000,000	7	"	"	1920
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	---	Terminal Mortgage bonds, 1880.	600,000	6	"	"	1920
Bonds for B. & N. F. stk. ("")	74,500	6	"	"	1883	---	Ohio and West Virginia:					
Bonds for R. R. Stocks ("")	592,000	6	"	"	1883	---	1st Mortgage sinking fund.....	1,584,000	7	May & Nov.	New York.	1910
Bonds for Real Estate ("")	162,000	6	"	"	1883	---	Old Colony:					
Bonds of 1884 renewed ("")	2,391,300	6	June & Dec.	"	1887	---	Plain Bonds.....	1,100,000	6	March & Sept.	Boston.	1896
2d Mort. (Hudson River) S. F.	1,423,200	7	"	"	1886	---	Plain Bonds.....	32,000	5	"	"	1884
1st Mort., coup. } for \$30,000,000	18,725,000	7	Jan. & July.	"	1903	---	Plain Bonds.....	1,692,000	7	"	"	1894
1st Mort., reg'd }			"	"	1903	---	Plain Bonds.....	390,500	7	Various	"	1881
1st Mort. Sterling for £2,000,000	9,738,333	6*	"	London.	1903	---	Plain Bonds.....	500,000	6	June & Dec.	"	1895
New York City and Northern:							Plain Bonds.....	2,000,000	6	Feb. & Aug.	"	1897
Consol. Mort. for \$4,000,000.....	3,427,000	6	May & Nov.	New York.	1910	---	Oil Creek (Buffalo, Pittsb. & W.):					
New York Elevated:							1st Mortgage.....	550,000	7	April & Oct.	Philadelphia.	1882
1st Mortgage \$ or £.....	8,500,000	7	Jan. & July.	New York.	1906	---	Omaha and Southwestern:					
New York and Greenwood Lake:							1st Mortgage, guar.....	1,034,000	8	June & Dec.	Boston.	1896
1st Mortgage.....	900,000	7	Feb. & Aug.	New York.	---	---	Oregon and California:					
2d Mortgage, Income.....	1,800,000	7	March & Sept.	"	---	---	1st Mortgage, gold.....	10,960,600	7*	April & Oct.	Frankfort.	1890
New York and Harlem:							Oregon Central:					
Consol. Mort. for \$12,000,000...	10,500,000	7	May & Nov.	New York.	1900	---	1st Mortgage.....	4,395,000	7	Jan. & July.	New York.	1891
Sinking Fund Mortgage of 1881.	107,704	7	Jan. & July.	"	1881	---	2d Mortgage.....	300,000	7	March & Sept.	"	1906
N. York, Housatonic & Nor.:							Oregon Pacific:					
1st Mortgage.....	249,000	7*	April & Oct.	New York.	1902	---	1st Mortgage, land grant, gold..	25,000 pm	6*	April & Oct.	N. Y. & Lond.	1900
New York, Lake Erie & West.:							Oswego and Rome (R. W. & O.):					
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York.	1897	---	1st Mortgage, guar.....	1350,000	7	May & Nov.	New York.	1915
2d Mortgage, convert., extended	2,150,000	7	March & Sept.	"	1919	---	Income Mortgage.....	203,000	7	Feb. & Aug.	"	1891
3d Mortgage.....	4,852,000	7	"	"	1883	---	Oswego and Syracuse (D. L. & W.):					
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	---	1st Mortgage, guaranteed.....	124,000	7	May & Nov.	New York.	'90-'85
5th Mortgage convertible.....	709,500	7	June & Dec.	"	1888	---	Consolidated Mortgage, guar.....	338,900	7	March & Sept.	"	1907
Buffalo Branch, 1st mortgage....	182,800	7	Jan. & July.	"	1891	---	Ottawa, Oswego and Fox River:					
Long Dock Mortgage.....	3,000,000	7	June & Dec.	"	1893	---	1st Mortgage guar by C. B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bos.	1900
1st Consol Mortgage, gold.....	16,666,000	7*	March & Sept.	N. Y. or Lond.	1920	---	Paducah and Elizabethtown:					
1st Consol. M., Fund. Coup. Bds	3,099,235	7*	"	"	1920	---	1st Mortgage.....	299,994	8	Feb. & Aug.	New York.	1897
New 2d Consol. Mort., gold.....	24,400,000	6*	June & Dec.	"	1909	---	2d Mortgage Income.....	1,141,000	7	April.	"	1897
New 2d do. funded coupons.....	8,597,400	6*	"	"	1909	---	Painesville and Youngstown:					
Income bonds (non-cumulative)	608,008	6*	"	"	1917	---	1st Mortgage, 1880.....	150,000	7	Jan. & July.	"	1910
N. Y. & Man. Beach—See Man. B.							2d Mortgage, Income, 1880.....	339,200	7	"	"	---
New York and New England:							Panama:					
1st Mort., new for \$10,000,000...	6,468,000	6-7	Jan. & July.	Boston.	1906	---	General Mort., stg. (£1,000,000).	3,969,000	7*	April & Oct.	London.	1897
New York, N. Haven & Hartford:							Sinking Fund subsidy, gold, 1880	3,000,000	6*	May & Nov.	New York.	1910
1st Mort. (Hartford & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	---	Paterson, Newark & N. Y. (Erie):					
New York, Pennsylvania & Ohio:							1st Mortgage, guar.....	500,000	7	"	"	---
Prior Lien Bonds, gold, 1880....	8,000,000	6*	March & Sept.	New York.	1885	---	Pennsylvania:					
1st Mort., gold, Income, 1880....	35,000,000	7*	Jan. & July.	"	1905	---	General Mortgage.....	19,999,760	6	Jan. & July.	Phil. or Lond.	1910
2d Mortgage \$ & £ Income, 1880	14,500,000	5*	May & Nov.	"	1910	---	General Mortgage, registered.....	28,201,540	6	April & Oct.	"	1910
3d Mortgage \$ & £ Income, 1880	30,000,000	5*	"	"	1915	---	Consolidated Mortgage, 1873....	5,000,000	6	M. J. S. & D.	"	1905
Leased Lines Rental Trust, 1872	6,355,000	4-6	Jan. & July.	"	1902	---	Consolidated Mort gold, 1879....	4,091,675	5	June & Dec.	"	1909
Leased Lines Rental Trust, 1873	3,568,000	2-7	"	London.	1903	---	State lien for \$1,500,000, stg. fd.	3,000,000	6*	April & Oct.	Philadelphia.	'81-'90
New York, Providence & Boston:							Car Trust bonds (S. F. 10 p. c.)					
1st mortgage.....	1,000,000	7	Jan. & July.	New York.	1899	---	Pennsylvania Company:					
N. Y. Woodhaven & Rockaway:							Judgment bds (held by Pa. R. R.)	6,400,000	6	"	Philadelphia.	Dem.
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1909	---	Registered bonds.....	3,300,000	6	J. A. J. & O.	"	1907
Norfolk & Peterab.—See Atl. M. & O.							Bonds gold, guaranteed, 1887..	10,000,000	4*	"	"	1921
North Carolina:							Pennsylvania & New York (L. V.):					
1st Mortgage.....	210,000	8	May & Nov.	Co's Shops, N.C.	1888	---	1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1896
North Missouri (St. L., R. C. & N.):							1st Mortgage guaranteed.....	1,500,000	7	"	"	1906
1st Mortgage.....	6,000,000	7	Jan. & July.	New York.	1896	---	Peoria & Bureau Val. (O. R. L. & P.):					
North Pennsylvania:							1st Mortgage guaranteed.....	200,000	8	Feb. & Aug.	New York.	1893
1st Mortgage.....	1,930,500	6	Jan. & July.	Philadelphia.	1885	---	Peoria Decatur and Evansville:					
2d Mortgage.....	1,500,000	7	May & Nov.	"	1896	---	1st Mortgage, gold, 1880.....	1,287,000	6*	Jan. & July.	New York.	1920
General Mortgage.....	2,469,500	7	Jan. & July.	"	1903	---	Income Bonds, non-cum., 1880..	855,000	6	"	"	1920
Bonds of 1881, secured by stock	1,200,000	6	"	"	---	---	1st Mort. (Evansville Division).	750,000	6	March & Sept.	"	1920
Northeastern (S. U.):							Income Bonds (do.) non-cum.....	750,000	6	"	"	1920
1st Mortgage.....	820,000	8	March & Sept.	Charleston.	1899	---	Peoria, Pekin and Jacksonville:					
2d Mortgage.....	236,000	8	"	"	1899	---	1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1894
Northern (Cal.):							2d Mortgage.....	1,000,000	7	April & Oct.	"	1900
1st Mortgage.....	2,435,000	6	"	"	1907	---	Perkiomen (Phila. and Edg.):					
Northern Central (Mich.):							1st Mortgage.....	799,600	6	April & Oct.	Philadelphia.	1887
1st Mortgage.....	1,625,000	7	"	"	1903	---	Consol. Mort gold S. F. guar.....	1,125,000	6*	June & Dec.	"	1913
Northern Central:							Peterborough (N. H.):					
1st Mortgage, Md. State loan...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	---	Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1885	---	Petersburg:					
3d Mortgage S. F. Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	---	1st Mortgage (installments) ..	507,000	8	Jan. & July.	New York.	'79-'96
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	---	2d Mortgage.....	300,000	8	May & Nov.	"	1902
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	---	Philadelphia and Balt. Central:					
Consol. Gen. Mort. S. F. Coup.....	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	---	1st Mortgage (Penn. Div.).....	800,000	7	Jan. & July.	Philadelphia.	1879
Second Gen'l Mort. coupon "A"	3,000,000	6	"	"	1926	---	1st Mortgage (Md. Div.).....	300,000	6	"	"	1891
Second Gen. M. coup. "B" conv.	1,000,000	6	"	"	1926	---	2d Mortgage.....	400,000	7	"	"	1900
Northern New Jersey (Erie):							Philadelphia and Erie (Penn.):					
1st Mortgage, extended.....	200,000	6	Jan. & July.	Jersey City.	1889	---	1st Mort. (S. F. & Erie).....	976,000	7	April & Oct.	Philadelphia	1897
2d Mortgage.....	200,000	7	March & Sept.	"	1889	---	1st Mort. (\$3,000,000 are sterling)	8,000,000	6*	"	Phil. or Lond.	1881
Northern Pacific:							2d Mortgage.....	3,000,000	7	Jan. & July.	Philadelphia	1888
1st Mort., l. g., Mo. Div.....	2,381,395	6	"	New York.	---	---	General Mort. for \$20,000,000...	8,683,000	6*	"	Phil. or Lond.	1920
1st M., l. g., Pend D'Oreille Div.	1,697,940	6	March & Sept.	"	1919	---	Receiver's Certificates, 1880...	1,800,000	1-6	"	Philadelphia.	---
Consol. Mort., l. g., gold, 1880...	20,000,000	6*	Jan. & July.	"	1921	---	Loan of 1868, debenture.....	1,135,300	6	Jan. & July.	"	1893
Northwestern Virginia:							Mort. Loans of 1842-44-48 & 49.	1,510,500	6	"	"	1880
3d Mort., assumed by B. and O.	140,000	6	Jan. & July.	Baltimore.	1885	---	Mort. ge Loan of 1888.....	2,700,000	7	April & Oct.	"	1893
Northwestern Union (C. & N. W.):							Mort. ge Loan of 1886, stg.....	182,400	6*	Jan. & July.	London.	1880
1st Mortgage, gold.....	3,500,000	7	March & Sept.	New York.	1917	---	Mort. ge Loan of 1843, stg.....	987,200	6	"	"	1880
Norwich & Worcester (B. H. & K.):							Mort. ge Loan of 1886, stg.....	134,400	7	"	"	1882
1st Mortgage.....	400,000	8	March & Sept.	Boston.	1897	---	Consol. Mort \$ loan, coup. & reg.	10,649,000	7	June & Dec.	Philadelphia.	1911
Ogdensburg and Lake Champlain:							Consol. Mort., gold \$ or £, coup.	6,999,000	6*	"	Phil. or Lond.	1911
Sinking Fund Bonds.....	371,000	8	May & Sept.	Boston.	1890	---	Consol. M. gold for £, coup. & reg.	988,000	6*	"	Philadelphia.	1911
Mortgage bonds, S. F.....	600,000	8	Jan. & July.	"	1897	---	Debenture Loan, convertible....	10,499,900	7	Jan. & July.	"	1893
Consol. Mort. for \$3,500,000, 1880	2,371,000	8	April & Oct.	"	1920	---	Improvement M. L. Loan, S. F.	9,394,000	6	April & Oct.	Phil. or Lond.	1897
Income bonds, non-cum., 1880...	1,900,000	3-8	"	"	1920	---	General Mort. sig. sinking fund	19,895,000	6*	Jan. & July.	"	1908
Ohio and Mississippi:							Income Mortgage for \$10,000,000	2,331,000	7	June & Dec.	Philadelphia.	1396
Consolidated Mort. Bonds.....	3,067,350	7	Jan. & July.	New York.	1898	---	Income Mortgage of 1879.....	10,000,000	6	"	"	---
Consolidated S. F. Mortgage....	8,478,000	7	"	"	1898	---	Debenture Loan, 6 p. c. stg. scrip.	8,472,973	6*	Jan. & July.	"	1882
Consolidated Mort., Sterling.....	112,000	6*	"	London.	1898	---	Gen. M. & Perk. 6 p. c. stg. scrip.	1,832,760	6*	"	Phil. or Lond.	1882
2d Consol. Mort. & S. F. Bonds.	8,864,000	7	April & Oct.	New York.	1911	---	Bonds for B. & O. Co. Railroad..	598,000	3-6	May & Nov.	Philadelphia.	1896
Income and Funded Debt Bonds	174,000	7	"	"	1882	---	Coal and Iron Co., debent. guar.	1,731,000	7	March & Sept.	"	1892
Debenture Sinking Fund Bonds	140,000	7	May & Nov.	"	1893	---	Do. Guar. Mort. for \$30,000,000.	13,036,500	7	Various	Lond or Phil.	'92-'94
1st Mort. (Springfield Division).	1,915,000	7	"	"	1905	---						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Phila., Newton and New York:	\$						St. Louis, Alton and Terre Haute:	\$					
1st M., guar. by Phila. & Rdg.	70,000	6	April & Oct.	Philadelphia.	1897	....	1st Mortgage skg f.d. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
Philadelphia, Wilmington & Balt.							1st Mortgage skg f.d. (Series B)	1,100,000	7	April & Oct.	"	1894	....
Mortgage Loan, convertible	240,500	6	Jan. and July.	Phila. & Boat	1884	....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	....
Loan of 1887	1,000,000	6	April & Oct.	"	1887	....	2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....
Loan of 1872	700,000	6	"	Philadelphia.	1892	....	2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	....
Loan of 1875	800,000	6	"	"	1900	....	Equipment Mortgage	300,000	10	March & Sept.	"	1880	....
Loan of 1880	1,000,000	5	June & Dec.	"	1910	....	St. Louis Iron Mt. and Southern:						
Pittsburg, Ctr. & St. Louis (Pa.):							1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....	2d Mort. (")	6,000,000	7	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. (Steub. & Ird.) conv.	3,000,000	6	Monthly.	New York.	1884	....	1st Mort. L. G. (Arkansas Br'h)	2,500,000	7	June & Dec.	New York	1895	....
Consol. Mortgage for \$100 0,000	6,641,000	7	Feb. and Aug.	Philadelphia.	1900	....	1st Mort. (Cairo, Ark. & Tex.)	1,450,000	7	"	"	1897	....
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	....	1st Mort. (Cairo and Fulton)	7,948,000	7	Jan. & July.	"	1891	....
Pittsburg and Connelleville:							St. Louis, Jacksonville & Chicago:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....	1st Mortgage	2,365,000	7	April & Oct.	New York.	1894	....
1st Mort. (Turk. Creek Div.)	326,000	6	Feb. & Aug.	Pittsburg.	1892	....	2d Mortgage	360,000	7	Jan. & July.	"	1898	....
Consol. Mort. guar. by B. & O.	6,500,000	6	Jan. and July.	London.	1926	....	St. Louis, Kansas City & North:						
Pittsburg, St. Wayne & Chicago:							1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1896	....
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York	1912	....	Real estate & 2d M. for \$3,000,000	2,935,000	7	March & Sept.	"	1904	....
1st Mortgage (Series B)	875,000	7	Feb. and Aug.	"	1912	....	1st & 2d M. on St. Charles Bridge	1,888,600	7	April & Oct.	"	1905	....
1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	....	1st Mort. (Mahala Div.) gold	2,350,000	7	"	"	1919	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....	1st Mort. (Clarinda Br.) gold	264,000	6	Feb. & Aug.	"	1919	....
1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....	St. Louis and San Francisco:						
1st Mortgage (Series F)	875,000	7	June & Dec.	"	1912	....	1st Mort. (South Pacific) gold	7,144,300	6	Jan. & July.	New York.	1888	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	"	1912	....	2d Mortgage A for \$500,000	419,806	6	May & Nov.	"	1906	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	"	1912	....	2d Mort. B. & C. for \$5,200,000	5,064,328	8	"	"	1906	....
2d Mortgage (Series I)	860,000	7	March & Sept.	"	1912	....	Equipment Mortgage	1,000,000	7	June & Dec.	"	1896	....
2d Mortgage (Series J)	860,000	7	April and Oct.	"	1912	....	Land Debitures	300,000	10	J. A. J. & O.	"	1884	....
2d Mortgage (Series K)	860,000	7	May and Nov.	"	1912	....	Mo. and Western R. R. Mort.	1,100,000	6	Feb. and Aug.	"	1919	....
2d Mortgage (Series L)	860,000	7	June and Dec.	"	1912	....	Joplin Railroad Bonds	200,000	....	"	"	....	....
3d Mortgage	2,600,000	7	April and Oct.	"	1912	....	St. Louis, Vandalia & Terre Haute:						
Construction Bonds	100,000	7	Jan. & July.	"	1887	....	1st Mortgage, S. F. guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
Equipment bonds—renewed	1,000,000	8	March & Sept.	"	1884	....	2d Mortgage (A.) guaranteed	1,600,000	7	May & Nov.	"	1895	....
Pittsburg and Lake Erie:							2d Mortgage (B.) convertible	1,000,000	7	"	"	1898	....
1st Mortgage	2,000,000	6	Jan. and July.	N. Y. & Phila.	1928	....	S. Paul, Minn. and Manitoba:						
Pittsburg, Va. and Charleston:							1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
1st Mortgage	1,683,000	7	April & Oct.	Philadelphia.	1902	....	1st Mort. (St. Paul to Watab.)	366,000	7	Jan. & July.	"	1892	....
Portland & Ogdensburg:							1st Mort. L. G. sinking fund	7,459,700	7	"	N. Y. & Lond.	1899	....
1st Mortgage, gold	800,000	6	Jan. & July.	Portland.	1900	....	2d Mortgage, gold	8,000,000	6	April & Oct.	"	1909	....
New Mort. gold, for \$3,300,000	2,268,000	6	May and Nov.	"	1901	....	1st M. Dakota Ext. for \$6,000,000	2,250,000	6	May & Nov.	New York.	1910	....
Portland and Rochester:							Sand, Mansfield & Newark (B. & O.)						
1st Mort. (Portland Loan) skg f.d.	700,000	6	Jan. & July.	Boston.	1887	....	1st Mortgage guaranteed	2,303,000	7	Jan. & July.	New York.	1902	....
1st Mortgage (equal lien)	300,000	7	April & Oct.	"	1887	....	Savannah, Florida and Western:						
2d Mort. (Portland Loan) S. F.	450,000	6	Various.	"	1891	....	1st Mortgage, Consolidated	1,666,000	7	Jan. & July.	"	1897	....
Port. Royal and Augusta:							Mort. Bonds (Sav., Alb. & Gulf)	300,000	7	"	New York.	1879	....
1st Mortgage	250,000	6	Jan. & July.	New York.	1899	....	1st Mort. (So. Ga. and Florida)	484,000	7	May & Nov.	"	1888	....
Income bonds	1,500,000	6	"	"	1899	....	2d Mort. (")	200,000	7	"	"	1889	....
Portsmouth, St. Falls & Conway:							Savannah, Griffin & North Ala.:						
1st Mortgage	1,000,000	4	June & Dec.	Boston.	1887	....	1st Mortgage	500,000	7	Jan. & July.	Macon.	1891	....
Providence and Springfield:							Schenectady and Duanebury:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....	1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Providence and Worcester:							Scioto Valley:						
New bonds	1,212,000	6	Jan. & July.	Providence.	1897	....	1st Mortgage S. F.	1,300,000	7	Jan. & July.	New York.	1896	....
Raleigh and Gaston:							2d Mortgage S. F.	200,000	7	April & Oct.	"	1894	....
1st Mortgage	820,000	8	Jan. & July.	Phil. & Bal'h.	1898	....	Shamokin Valley & Pottsville:						
Reading and Columbia (P. & R.):							1st Mortgage, on road and lands	2,000,000	7	Jan. & July.	Philadelphia.	1901	....
1st Mort. Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	....	Shenandoah Valley:						
2d Mort. Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....	1st Mortgage	2,100,000	7	"	"	1909	....
1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1893	....	2d Mortgage, Income	1,400,000	....	"	"	....	....
Rensselaer and Saratoga:							Shenandoah and Allegheny:						
Consol. Mort. for \$2,000,000	1,925,000	7	May and Nov.	New York.	1921	....	1st Mortgage	871,500	7	April & Oct.	New York.	1889	....
Rhinebeck and Connecticut:							Shore Line (N. Y., N. H. & Hart.)						
1st Mortgage, gold	800,000	7	"	"	....	....	1st Mortgage, 1890	200,000	4	March & Sept.	New Haven.	1910	....
Richmond and Allegheny:							Sioux City and Dakota:						
1st Mortgage, gold, 1880	5,000,000	7	"	"	....	....	1st Mort. (Dakota Southern)	600,000	Feb. & Aug.	New York.	1894	....
Richmond and Danville:							1st M. (Sioux City & Pembina)	300,000	June & Dec.	"	1908	....
Virginia State Loan, skg f.d.	508,000	6	Jan. & July.	Richmond.	1890	....	Sioux City and Pacific:						
Virginia State bonds, guar.	109,400	6	"	"	1875	....	1st Mortgage	1,628,000	Jan. & July.	New York.	1898	....
1st Mort. (Piedmont branch)	600,000	6	"	"	1888	....	2d Mortgage (Gov. Subsidy)	1,628,000	6	"	U. S. Treasury	1898	....
1st Mort. (Northwestern, N. C.)	600,000	6	April and Oct.	N. Y. or Rich.	....	....	Somerset:						
Consolidated Mortgage	1,766,000	6	May and Nov.	New York.	1890	....	1st Mortgage, gold	450,000	7	Jan. & July.	....	1891	....
Gen'l Mort. gold for \$4,000,000	1,728,000	6	April & Oct.	"	1904	....	South Carolina:						
R. ch., Fredericksburg & Potomac:							1st Mortgage Sterling	1,482,667	5	Jan. & July.	London.	1878-'88	....
Sterling Loan	57,277	6	Jan. & July.	London.	1880-'96	....	1st Mortgage (L.) currency	1,061,500	8	"	New York.	1878-'88	....
Dollar Loan	177,316	6	Various.	Richmond.	1880-'90	....	2d Mort. for \$3,000,000	1,028,500	7	April & Oct.	"	1902	....
Dollar Loan, coupon	450,000	8	Jan. & July.	Philadelphia.	1881-'91	....	Domestic (I) Bonds	1,067,500	7	"	Charleston.	1891	....
Richmond and Petersburg:							Domestic (K) Bonds	63,500	6	Jan. & July.	New York.	1880-'92	....
1st Mortgage, coupon	152,000	8	April & Oct.	Richmond.	1881-'80	....	South and North Alabama:						
N. W. Mortgage of 1875	60,000	7	May and Nov.	"	1915	....	1st Mort., endor. by Ala. gold	391,000	8	Jan. & July.	New York.	1890	....
Rochester and State Line:							Sterling Mort., guar. by L. & N.	5,076,040	6	May & Nov.	London.	1903	....
1st Mortgage	2,100,000	7	Jan. & July.	New York.	1902	....	Southern Central (N. Y.):						
Rock Island and Pacific:							1st Mortgage	1,500,000	7	Feb. & Aug.	New York.	1899	....
1st Mortgage	150,000	10	Jan. & July.	New York.	1930	....	2d Mortgage	600,000	7	March & Sept.	"	1882	....
Rome, Watertown & Ogdensburg:							1st Mortgage, Interest Bonds	576,950	7	Feb. & Aug.	"	1887	....
1st Mortgage (W. & R.) Skg f.d.	422,500	7	March & Sept.	New York.	1910	....	2d Mortgage, Interest Bonds	42,000	7	March & Sept.	"	1887	....
2d Mortgage	1,000,000	7	Jan. & July.	"	1892	....	Southern Iowa and Cedar Rapids:						
General Mort. S. F.	1,021,600	7	June & Dec.	"	1891	....	1st						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies Payable in Coin.

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Summit Branch:							Warren (D. L. & W.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1904	....	1st Mortgage consolidated.....	660,000	7	March & Sept.	New York.	1905	....
Suspens. Bridge & Erie Junction:							2d Mortgage.....	750,000	7	Apr. and Oct.	"	1900	....
1st Mortgage.....	1,000,000	7	.....	.....	.....	....	Wash. City & Ft. Lookout (S. & O.):						
Syracuse, Bing. & N. Y. (D.L. & W.):							1st Mortgage, gold.....	540,000	6	June & Dec.	Baltimore.	1903	....
1st Consol. Mortgage.....	1,750,000	7	April & Oct.	New York.	1906	....	Washington City, Va. Mid. & Gt. So.						
2d Mortgage (now 1st).....	270,000	7	June & Dec.	"	1887	....	1st Mort. (O., Alex. & Manassas)	1,650,000	7	Jan. and July.	Baltimore.	1882	....
Syracuse, Chenango and N. Y.:							2d Mort. (")	333,000	7	Apr. and Oct.	"	1891	....
1st Mortgage.....	251,400	7	Feb. and Aug.	Syracuse.	1907	....	1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
Syracuse, Geneva and Corning:							2d Mort. " " "	1,197,500	6	Jan. and July.	"	1875	....
1st Mortgage.....	1,000,000	7	May & Nov.	New York.	1905	....	3d Mort. " " "	600,000	8	May and Nov.	"	1873	....
Terre Haute & Indianapolis:							4th Mort. " " "	700,000	8	March & Sept.	"	1880	....
Bonds of 1878 for \$1,600,000.....	1,600,000	7	April & Oct.	New York.	1893	....	General Mortgage.....	1,072,000	7	May and Nov.	"	1903	....
Terre Haute & Logans. (T.H. & I.):							1st Mortgage (Lynch & Danv.)	1,810,000	6	Apr. and Oct.	"	1896	....
1st Mortgage, guar.....	500,000	6	Jan. & July.	New York.	1910	....	Funded Coup. (Orange & Alex.)	872,249	6	Various.	"	73-'80	....
Texas and New Orleans:							Washington and Ohio:						
1st Mortgage.....	1,050,000	7	Feb. and Aug.	New York.	1906	....	1st Mortgage.....	284,000	7	Apr. and Oct.	New York.	1901	....
Texas and Pacific:							Westchester and Philadelphia:						
1st Mortgage, gold.....	3,481,000	6	Mar. & Sept.	N.Y., Ph. Lon.	1905	....	General Mortgage.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
2d Mortgage Consolidated.....	7,619,000	6	June & Dec.	"	1905	....	Western of Alabama:						
Income and Land Grant.....	2,177,000	6	July.	N. Y. & Phil.	1915	....	1st Mortgage (Western R.R.)...	600,000	8	Apr. and Oct.	New York.	1888	....
1st Mort. gold. (Rio Grande Div.)	5,000,000	6	Feb. & Aug.	"	1920	....	1st Mortgage (M. & W. Point R.R.)	300,000	8	Jan. & July.	"	1881	....
Texas and St. Louis:							2d Mortgage guar. by Cent. Geor.	1,158,000	8	April & Oct.	"	1890	....
1st Mortgage gold, 1880.....	1,040,000	6	June & Dec.	New York.	1910	....	Western and Atlantic:						
Toledo, Cincinnati & St. Louis:							Income Bonds.....	690,000	10	J. A. J. & O.	Atlanta, Ga.	75-'91	....
1st Mortgage, gold, 1881.....	3,000,000	6	.....	.....	1921	....	Western Maryland:						
Toledo, Delphos and Burlington:							1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mortgage, 1880.....	2,250,000	6	Jan. and July.	New York.	1910	....	1st Mort. endor. by Balt.....	200,000	6	"	"	1890	....
2d Mort. Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....	2d Mort. " " "	300,000	6	"	"	1890	....
Troy and Boston:							2d Mort. endor. by Wash. Co.	300,000	6	"	"	1890	....
1st Mortgage, Consolidated.....	1,384,000	7	Jan. & July.	New York.	1894	....	2d Mortgage preferred.....	600,000	6	"	"	1890	....
Convertible Bonds.....	650,000	7	March & Sept.	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	....
Utah and Delaware:							4th Mortgage.....	1,000,000	6	"	"	1902	....
1st Mortgage.....	140,000	7	Jan. & July.	Rondout.	1904	....	Funded Coupons.....	520,250	6	"	"	1890	....
2d Mortgage, Income Bonds.....	1,342,000	7	.....	.....	1904	....	Western Minnesota:						
Union Pacific:							1st Mortgage.....	600,000	7	May and Nov.	New York.	....	....
1st Mortgage gold.....	27,231,000	6	Jan. & July.	N. Y. & Bos.	1906-'99	....	Land Grant bonds.....	100,000	7	"	"	....	....
1st Mort. Land Grant.....	6,299,000	7	April & Oct.	"	1887	....	Western North Carolina:						
2d Mortgage (Gov. subsidy).....	27,236,112	6	Jan. & July.	U.S. Treasury.	1906-'99	....	1st Mortgage.....	850,000	7	.....	.....	1890	....
3d Mortgage Sinking Fund.....	15,292,000	8	March & Sept.	N. Y. & Bos.	1893	....	Western Pennsylvania (Penn.):						
Omaha Bridge Bonds Sterling.....	2,121,000	8	Apr. & Oct.	London.	1896	....	1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
Collateral Trust Bonds.....	3,832,000	6	Jan. & July.	New York.	1908	....	1st Mortgage (Pittsb. Branch).	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage (Denver Traffic).....	827,000	7	May & Nov.	"	1899	....	General Mortgage.....	1,200,000	7	Apr. and Oct.	"	1901	....
Union Pacific, Central Branch:							West Jersey:						
1st Mortgage, gold.....	1,600,000	6	May and Nov.	New York.	1895	....	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Philadelphia.	1883	....
2d Mortgage (Gov. subsidy).....	1,600,000	6	"	U.S. Treasury.	1906-7-8	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	....
Funded Interest Bonds.....	640,000	7	"	New York.	....	....	1st Mortgage, consolidated.....	1,100,000	7	Apr. and Oct.	"	1890	....
United N. J. R. R. & Canal Cos.:							Consolidated Mortgage.....	123,500	6	May and Nov.	"	1909	....
Loan of 1901 (United Company's)	5,669,000	6	March & Sept.	Philadelphia.	1901	....	Wilmington, Colum. & Augusta:						
Sterling Loan \$399,200 (U. Co's)	1,846,000	6	"	London.	1894	....	1st Mortgage.....	1,600,000	7	June & Dec.	Baltimore.	1910	....
Sterling Loan \$390,000 (")	1,800,000	6	"	"	1894	....	Wilmington and Weldon:						
Loan of 1894 St. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....	Sterling Bonds.....	648,700	6	Jan. and July.	London.	1881	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....	Sterling Bonds.....	221,400	7	May and Nov.	"	1886	....
Loan of 1903 (")	841,000	6	March & Sept.	"	1908	....	Sinking Fund gold, Bonds.....	749,000	7	Jan. and July.	New York.	1890	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....	Wisconsin Central:						
Loan of 1898 (")	896,000	6	June & Dec.	Princeton.	1889	....	1st Mortgage land grant gold...	3,168,000	7	Jan. and July.	Boston.	1901	....
Mortg. Loan (")	5,000,000	6	May & Nov.	Philadelphia.	1883	....	Worcester and Nashua:						
Bond to State (N.J. R.R. & T. Co.)	100,000	7	April & Oct.	N. Y. (Over Due.)	....	....	Plain Bonds.....	275,000	5	Various.	Worcester.	1887	....
Utah Central:							Plain Bonds.....	250,000	6	Apr. and Oct.	Boston.	1893	....
1st Mortgage, gold.....	1,000,000	6	Jan. & July.	New York.	1890	....	Plain Bonds.....	400,000	6	Feb. and Aug.	"	1896	....
Utah Northern:							CANAL BONDS.						
1st Mortgage.....	3,888,000	7	Jan. & July.	New York.	1908	....	Albemarle and Chesapeake:						
Utah and Pleasant Valley:							Mortgage Bonds.....	500,000	7	Jan. and July.	New York.	1900	....
1st Mortgage, gold.....	900,000	7	May and Nov.	New York.	1904	....	Chesapeake and Delaware:						
Utah Southern:							1st Mortgage sinking fund.....	1,993,750	6	Jan. and July.	Philadelphia.	1886	....
1st Mortgage, coupon.....	1,125,000	7	Jan. & July.	New York.	1891	....	Chesapeake and Ohio:						
General Mortgage for \$1,950,000.	825,000	7	"	"	1909	....	Sterling Loan guaranteed.....	4,375,000	5	J. A. J. & O.	London.	1890	....
Utah Western:							Preferred Bonds (next lien)	1,899,500	6	Jan. and July.	Baltimore.	1885	....
1st Mortgage.....	720,000	7	.....	.....	1894	....	Delaware Division (L.O. & N.):						
Utica and Black River:							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1893	....
Bonds of 1871.....	1,112,000	7	Jan. & July.	New York.	1891	....	Delaware and Hudson:						
1st Mort. (Bl. Riv. & Merristown)	600,000	7	"	"	....	....	1st Mort. (2d series, July 1, 1889	3,500,000	7	Jan. and July.	New York.	1894	....
1st Mort. (Clayton & Theresa)	200,000	7	"	"	....	....	reg. 3d series, Jan. 1, 1871	6,481,000	7	"	"	1891	....
Utica, Clinton and Binghamton:							Bonds of 1874 coup. and reg.....	4,866,000	7	Apr. and Oct.	"	1894	....
1st Mortgage.....	800,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Pennsyl. Div.)...	8,000,000	7	March & Sept.	"	1917	....
Vermont & Canada (Cent. Vt.):							Lehigh Coal and Navigation:						
Bonds guaranteed.....	1,500,000	8	Jan. & July.	Boston.	1891	....	Convertible Debentures.....	41,550	6	June & Dec.	Philadelphia.	1882	....
Mortgage Bonds.....	60,000	5	Apr. and Oct.	"	1909	....	Convertible Loan, gold.....	771,000	6	March & Sept.	"	1894	....
Mississippi Railroad.....	500,000	7	Jan. & July.	St. Albans.	1891	....	1st Mortgage, registered.....	5,381,840	6	J. A. J. & O.	"	1894	....
Vermont and Massachusetts:							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	....
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston	1883	....	Mortgage (equip.) Loan, gold.....	4,663,000	6	June & Dec.	"	1897	....
Convertible bonds.....	160,000	7	"	"	1885	....	Consolidated Mortgage.....	2,464,000	7	"	"	1911	....
Vicksburg and Meridian:							Greenwood Mortgage Loan.....	675,000	7	Feb. and Aug.	"	1892	....
1st series (red).....	703,000	7	Jan. and July.	Vicksburg.	1880	....	Morris (and Banking):						
General 2d series (blue).....	800,000	7	"	"	1880	....	1st Mortgage.....	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
Mortgage 3d series (black).....	138,000	7	"	"	1890	....	Boat Loan, sinking fund.....	220,000	7	"	"	1885	....
4th series (not end.)...	1,180,000	7	Apr. and Oct.	"	1890	....	Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1889	....
Wabash, St. Louis and Pacific:							Pennsylvania:						
General Mort. for \$50,000,000...	8,000,000	6	June & Dec.	New York.	1920	....	Gen'l Mort., guar. by Pa. R. R.	3,000,000					

RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.

See note (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "s."

Abstract of General Balance Sheet.

Railroad.		Rolling Stock.		Companies.		Abstract of General Balance Sheet.										Operations.		Earnings.		Value of Shares.												
						Property and Assets.		Accounts and Cash.		Stocks.		Bonds.		Accounts.		Railroad Operated.		Trains Moved.		Passengers.		Freight.		Gross.		Net.		Dividends.		Market.		

June 31, 1880	55.5	100.000	1,700,000	823,500	1,226,751	2,083,078	2,683,078	3,652,202	4,636,159	5,620,117	6,604,076	7,587,035	8,569,994	9,552,953	10,535,912	11,518,871	12,501,830	13,484,789	14,467,748	15,450,707	16,433,666	17,416,625	18,399,584	19,382,543	20,365,502	21,348,461	22,331,420	23,314,379	24,297,338	25,280,297	26,263,256	27,246,215	28,229,174	29,212,133	30,195,092	31,178,051	32,161,010	33,143,969	34,126,928	35,109,887	36,092,846	37,075,805	38,058,764	39,041,723	40,024,682	41,007,641	42,000,600	43,000,600	44,000,600	45,000,600	46,000,600	47,000,600	48,000,600	49,000,600	50,000,600	51,000,600	52,000,600	53,000,600	54,000,600	55,000,600	56,000,600	57,000,600	58,000,600	59,000,600	60,000,600	61,000,600	62,000,600	63,000,600	64,000,600	65,000,600	66,000,600	67,000,600	68,000,600	69,000,600	70,000,600	71,000,600	72,000,600	73,000,600	74,000,600	75,000,600	76,000,600	77,000,600	78,000,600	79,000,600	80,000,600	81,000,600	82,000,600	83,000,600	84,000,600	85,000,600	86,000,600	87,000,600	88,000,600	89,000,600	90,000,600	91,000,600	92,000,600	93,000,600	94,000,600	95,000,600	96,000,600	97,000,600	98,000,600	99,000,600	100,000,600	101,000,600	102,000,600	103,000,600	104,000,600	105,000,600	106,000,600	107,000,600	108,000,600	109,000,600	110,000,600	111,000,600	112,000,600	113,000,600	114,000,600	115,000,600	116,000,600	117,000,600	118,000,600	119,000,600	120,000,600	121,000,600	122,000,600	123,000,600	124,000,600	125,000,600	126,000,600	127,000,600	128,000,600	129,000,600	130,000,600	131,000,600	132,000,600	133,000,600	134,000,600	135,000,600	136,000,600	137,000,600	138,000,600	139,000,600	140,000,600	141,000,600	142,000,600	143,000,600	144,000,600	145,000,600	146,000,600	147,000,600	148,000,600	149,000,600	150,000,600	151,000,600	152,000,600	153,000,600	154,000,600	155,000,600	156,000,600	157,000,600	158,000,600	159,000,600	160,000,600	161,000,600	162,000,600	163,000,600	164,000,600	165,000,600	166,000,600	167,000,600	168,000,600	169,000,600	170,000,600	171,000,600	172,000,600	173,000,600	174,000,600	175,000,600	176,000,600	177,000,600	178,000,600	179,000,600	180,000,600	181,000,600	182,000,600	183,000,600	184,000,600	185,000,600	186,000,600	187,000,600	188,000,600	189,000,600	190,000,600	191,000,600	192,000,600	193,000,600	194,000,600	195,000,600	196,000,600	197,000,600	198,000,600	199,000,600	200,000,600	201,000,600	202,000,600	203,000,600	204,000,600	205,000,600	206,000,600	207,000,600	208,000,600	209,000,600	210,000,600	211,000,600	212,000,600	213,000,600	214,000,600	215,000,600	216,000,600	217,000,600	218,000,600	219,000,600	220,000,600	221,000,600	222,000,600	223,000,600	224,000,600	225,000,600	226,000,600	227,000,600	228,000,600	229,000,600	230,000,600	231,000,600	232,000,600	233,000,600	234,000,600	235,000,600	236,000,600	237,000,600	238,000,600	239,000,600	240,000,600	241,000,600	242,000,600	243,000,600	244,000,600	245,000,600	246,000,600	247,000,600	248,000,600	249,000,600	250,000,600	251,000,600	252,000,600	253,000,600	254,000,600	255,000,600	256,000,600	257,000,600	258,0
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "5."

[illegible]

Fig. 30.	1879	102.9	228.6	713.4	4.5	475	428	76	30,648	Philadelphia & Reading.....	Penn.	30,615,089	9,856,442	67,387,646	16,627,139	34,278,716	77,924,701	11,636,797	935,408	526.0	10,306,753	7,008,648	12,225,666	13,108,332	4,119,011	8
Oct. 31.	1880	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Phila., Wilm. & Baltimore.....	Pa. D. & Md.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	834,508	1,188,700	5,140,968	645,078	3,076,713	
Oct. 31.	1879	96.8	16.8	149.0	1.4	6	78	180	1,188,700	Fitzburg and Castle Shannon.....	Pa.	1,188,700	5,140,968	645,078	3,076,713	834,508</										

Railroad Law.

HAGAN V. PHILADA. AND GRAY'S FERRY RAILWAY COMPANY.

The plaintiff being a passenger in a street car requested the conductor to stop the car at a particular point. His request not being immediately complied with, he leaped from the car and was injured. Held, that this was an act of contributory negligence, and that a nonsuit was rightly entered.

Rule to take off nonsuit.

Opinion by Thayer, P. J. June 25th, 1881.

The plaintiff being a passenger in a street car requested the conductor to stop the car at a particular point. His request not being immediately complied with, he leaped from the car and was injured. That this was an act of contributory negligence does not appear to us to admit of doubt. Possibly the defendants' conductor may have been guilty of negligence in not stopping the car immediately, upon being requested to do so, but that did not compel the plaintiff to subject either himself or the company to the risk of jumping from the car while it was in motion. The plaintiff was a man of mature years and must be presumed to have been acquainted with the danger he encountered in getting off, and to have taken the risk upon himself. No urgent necessity required him to get off at that particular time and place, nor was there the least evidence that he acted under any excitement, agitation, or confusion of mind. He got off deliberately of his own free will because the car was not immediately stopped. He was not under the influence of any terror, nor did he leave the car in obedience to the demand of any superior duty. The inconvenience to which he was subjected by being carried a few rods further than he desired to be carried was very slight, and the car actually stopped at a very short distance beyond the point at which he jumped off. Under these circumstances the judge who tried the case did not think himself justified in leaving it to the jury to find damages for an injury which was due mainly to the plaintiff's own negligence. In the streets of a great city filled with passing vehicles of every description, and intersected by other streets also filled with vehicles and foot passengers, safety requires that very much shall be left to the discretion of the conductor as to the point at which it is best for him to stop his car. It would be an unjust and pernicious rule to establish that a passenger is justified in leaping from a street car because the car is not immediately stopped upon his request. Such a rule would be alike dangerous to passengers and carriers, for it would offer an inducement and temptation to carelessness and imprudence. The case at the trial was ruled principally upon the authority of *Railroad Company v. Aspell*, 11 Harris, 147. That was the case, it is true, of a steam railway, and of course it is more dangerous to leap from a car propelled by steam than from one drawn by horses. On the other hand when we consider that a passenger in a street car can always alight within a very short distance of the point where he desires to get off if his request is not obeyed, the neglect of the conductor in not stopping the car immediately can scarcely be considered a justification for incurring the hazard of getting off while the car is in motion, especially in a case where it does not appear that he would have suffered any damage or even

serious inconvenience by waiting a few moments. The case of *Crissey v. Hestonville Railway Company*, 25 Smith, 83, cited by the plaintiff's counsel, was ruled by the circumstance that the plaintiff was a lad of 13, and was not to be held to the exercise of the same degree of care and discretion as an adult.

Rule discharged.

H. G. Harris, Esq., for plaintiff.

Messrs. Baird & Hopkinson, for the defendant.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending July 16, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad...	189,187	4,427,038	3,994,701
Schuylkill Canal....	20,497	229,305	210,479
Lehigh Valley.....	155,224	3,313,682	2,566,793
Del., Lack. & Western.	99,848	2,120,960	1,715,712
Shamokin Valley....	24,829	548,651	411,572
Central New Jersey.	114,116	2,143,823	1,742,234
United R. R. of New Jersey.....	38,583	799,835	534,104
Pennsylvania Coal...	37,565	645,025	512,782
Delaware and Hudson	86,520	1,774,843	1,527,126
Huntingdon & Broad Top Mt.....	12,992	260,555	247,480
Penn. and New York.	36,831	855,357	669,377
Clearfield, Pa.....	47,979	1,276,970	771,958

The total tonnage of anthracite coal from all the regions for the week ending July 16, as reported by the several carrying companies, amounted to 687,280 tons, against 406,546 tons in the corresponding week last year, an increase of 280,734 tons. The total amount of anthracite mined for the year is 13,745,635 tons, against 11,182,930 tons for the same period last year, an increase of 2,562,705 tons. The quantity of bituminous coal sent to market for the week amounted to 103,632 tons, against 94,207 tons in corresponding week last year, an increase of 9,425 tons. The total amount of bituminous mined for the year is 2,587,964 tons, against 2,191,011 tons for the corresponding period last year an increase of 396,953 tons. The total tonnage of all kinds of coal for the week is 790,912 tons, against 500,753 tons in corresponding week last year, an increase of 290,159 tons, and the total tonnage for the coal year is 16,333,599 tons, against 13,373,941 tons to same date last year, an increase of 2,959,658 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending July 16 was 182,432 tons, of which 139,645 tons were coal and 42,787 tons coke. The total tonnage for the year thus far has been 4,727,168 tons, of which 3,416,160 tons were coal and 1,311,008 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended July 16 were 60,617 tons, and for the year to that date 1,040,016 tons, a decrease of 65,081 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad—week 25,326 tons; year, 712,764 tons; decrease as compared with 1880, 8,579 tons; Chesapeake and Ohio Canal—week, 17,923 tons; year, 201,183 tons; decrease compared with 1880, 66,410 tons. Pennsylvania Railroad—week, 7,841 tons; year, 125,786 tons; increase compared with 1880, 5,625 tons. The coal was brought from the mines as follows: Cumberland and Pennsylvania Railroad—week, 44,145 tons; year, 968,548 tons. Baltimore and Ohio Railroad—week, 277 tons; year, 31,508 tons. George's Creek and Cumberland Railroad—week, 5,477 tons; year, 34,825 tons. The Reading Railroad tonnage for the week ending July 23, was 196,600 tons, of which 58,800 tons were sent to and 57,000 tons shipped from Port Richmond, and 2,000 tons sent to and 11,000 tons shipped from Elizabethport.—[Phila. Ledger, July 25.]

Philadelphia Stock Exchange.

Closing Prices for the week ending July 26.

	W. 20.	Th. 21.	F. 22.	Sat. 23.	M. 24.	Tu. 25.
Allegheny Val. 73-100.....	124	124	124	124	124	124
7s, Income.....	56	56	56	56	56	56
Camden & Am. 6s, 1880.....	111	111	111	111	111	111
6s, 1880.....	111	111	111	111	111	111
Mort. 6s, 1880.....	111	111	111	111	111	111
Camden and Atlantic.....	111	111	111	111	111	111
Preferred.....	111	111	111	111	111	111
1st mortgage.....	111	111	111	111	111	111
2d mortgage.....	111	111	111	111	111	111
Jatawlass.....	111	111	111	111	111	111
Preferred.....	111	111	111	111	111	111
7s, new.....	111	111	111	111	111	111
Del. & Bound Brook.....	111	111	111	111	111	111
7s.....	111	111	111	111	111	111
Almira & Williamsport.....	111	111	111	111	111	111
Preferred.....	111	111	111	111	111	111
Hunt. & B. Top Mt.....	111	111	111	111	111	111
Preferred.....	22	22	22	22	22	22
2d mortgage.....	111	111	111	111	111	111
Lehigh Navigation.....	45	45	45	45	45	45
6s, 1884.....	100	100	100	100	100	100
Gold Loan.....	116	116	116	116	116	116
Railroad Loan.....	111	111	111	111	111	111
Conv. Gold Loan.....	111	111	111	111	111	111
Consol. Mort. 7s.....	119	119	119	119	119	119
Lehigh Valley.....	61	61	61	61	61	61
1st mort. 6s, coupon.....	111	111	111	111	111	111
1st mort. 6s, reg.....	111	111	111	111	111	111
2d mort. 7s.....	111	111	111	111	111	111
Consol. mort. 6s.....	111	111	111	111	111	111
Consol. mort. 6s, reg.....	111	111	111	111	111	111
Little Schuylkill.....	55	55	55	55	55	55
Minchill & Sch. Haven.....	60	60	60	60	60	60
North Pennsylvania.....	111	111	111	111	111	111
1st mortgage 6s.....	111	111	111	111	111	111
2d mortgage 7s.....	111	111	111	111	111	111
Gen'l mort. 7s, coupon.....	111	111	111	111	111	111
Gen'l Mort. 7s, reg.....	111	111	111	111	111	111
Northern Central.....	53	53	53	53	53	53
6s.....	101	101	101	101	101	101
Northern Pacific.....	41	41	41	41	41	41
Preferred.....	70	70	70	70	70	70
Pennsylvania R. R.....	63	63	63	63	63	63
1st mortgage.....	111	111	111	111	111	111
Gen'l mortgage.....	111	111	111	111	111	111
Gen'l mort. reg.....	111	111	111	111	111	111
Consol. mort. 6s.....	111	111	111	111	111	111
Consol. mort. 6s, reg.....	111	111	111	111	111	111
Penn. State 6s, 3d series.....	111	111	111	111	111	111
do. 3d series.....	111	111	111	111	111	111
do. 5s, new.....	111	111	111	111	111	111
do. 4s.....	98	98	98	98	98	98
Phila. and Reading.....	29	29	29	29	29	29
1st Mortgage 6s.....	111	111	111	111	111	111
7s, of 1893.....	111	111	111	111	111	111
7s, new convertible.....	111	111	111	111	111	111
Consol. mortgage 7s.....	126	126	126	126	126	126
Consol. mortgage reg.....	127	127	127	127	127	127
Gen'l mortgage 6s.....	93	93	93	93	93	93
Philadelphia and Erie.....	23	23	23	23	23	23
1st mortgage, 6s.....	109	109	109	109	109	109
2d mortgage, 7s.....	111	111	111	111	111	111
Pittsb., Cin. & St. L. 7s.....	126	126	126	126	126	126
Pittsb., Titusv. & Ruff. 22	22	22	22	22	22	22
7s.....	105	105	105	105	105	105
Schuylkill Navigation.....	15	15	15	15	15	15
Preferred.....	15	15	15	15	15	15
6s, 1872.....	108	108	108	108	108	108
6s, 1882.....	91	91	91	91	91	91
United Co. of N. Jersey.....	193	193	193	193	193	193
Hestonville, (Horse).....	23	23	23	23	23	23
Chestnut & Wal. (do).....	111	111	111	111	111	111
Green and Conter (do).....	111	111	111	111	111	111

Baltimore Stock Exchange.

Closing Prices for the week ending July 26.

	W. 20.	Th. 21.	F. 22.	Sat. 23.	M. 24.	Tu. 25.
Baltim. Ore. and Ohio.....	200	200	200	200	200	200
6s, 1880.....	111	111	111	111	111	111
6s, 1885.....	111	111	111	111	111	111
Central Ohio (\$50).....	48	48	48	48	48	48
1st mortgage.....	113	113	113	113	113	113
Marietta & Cincinnati.....	124	124	124	124	124	124
1st mortgage, 7s.....	86	86	86	86	86	86
2d mortgage, 7s.....	86	86	86	86	86	86
3d mortgage, 8s.....	46	46	46	46	46	46
Northern Central (\$50).....	54	54	54	54	54	54
2d mortgage, 6s, 1885.....	111	111	111	111	111	111
3d mortgage, 6s, 1909.....	111	111	111	111	111	111
6s, 1900, Gold.....	114	114	114	114	114	114
6s, 1904, Gold.....	114	114	114	114	114	114
Orange and Alex. 1st.....	111	111	111	111	111	111
2d mortgage, 6s.....	111	111	111	111	111	111
3d mortgage, 8s.....	111	111	111	111	111	111
4th mortgage, 8s.....	111	111	111	111	111	111
O. Alex. & Manassas 7s.....	111	111	111	111	111	111
Pittsb. & Connellsv. 7s 123	83	83	83	83	83	83
Virginia 6s, Consol.....	83	83	83	83	83	83
Consol. Coupons.....	91	91	91	91	91	91
10-40 bonds.....	55	55	55	55	55	55
Deferred Certificates.....	111	111	111	111	111	111
Western Maryland.....	111	111	111	111	111	111
1st M., end. by Balt.....	111	111	111	111	111	111
2d M. do.....	111	111	111	111	111	111
3d M. do.....	111	111	111	111	111	111
1st M., unsecured.....	111	111	111	111	111	111
2d M., end. Wash. Co.....	108	108	108	108	108	108
3d M., preferred, 108	108	108	108	108	108	108
City Passenger R. E.....	111	111	111	111	111	111

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending July 27.

	Th. 21.	F. 22.	Sat. 23.	M. 24.	Tu. 25.	W. 27.
Adams Express.....	186	186	186	186	186	186
Albany and Susq.....	100	100	100	100	100	100
1st mortgage.....	100	100	100	100	100	100
2d mortgage.....	100	100	100	100	100	100
American Express.....	85	85	85	85	85	85
Atlantic & Pacific Tel.....	100	100	100	100	100	100
Burl. C. & N. O.....	80	80	80	80	80	80
1st mortgage 6s.....	102	102	102	102	102	102
Canada Southern.....	66	64	64	64	64	64
1st mortgage guar.....	100	100	100	100	100	100
Central of N. Jersey.....	96	94	93	93	93	93
1st mortgage 1890.....	100	100	100	100	100	100
1s, consolidated, ass.....	100	100	100	100	100	100
7s, convertible, ass.....	100	100	100	100	100	100
7s, income.....	100	100	100	100	100	100
Adjustment.....	100	100	100	100	100	100
Central Pacific.....	93	93	92	91	90	90
6s, gold.....	110	110	110	110	110	110
1st M. (San Joaquin).....	100	100	100	100	100	100
1st M. (Cal. and Or.).....	100	100	100	100	100	100
Land grant 6s.....	100	100	100	100	100	100
Chesapeake and Ohio.....	28	28	28	28	28	28
Chicago and Alton.....	138	137	136	136	136	136
Preferred.....	123	123	123	123	123	123
1st mortgage.....	123	123	123	123	123	123
Sinking Fund.....	123	123	123	123	123	123
Unic. Burl. & Quincy 188	169	175	180	180	180	180
7s, Consol. 1905.....	131	131	131	131	131	131
Ohio, Mil. and St. Paul 113	112	110	110	109	110	110
Preferred.....	129	130	129	128	128	128
1st mortgage, 8s.....	122	122	122	122	122	122
2d mortgage, 7 1/2-10s.....	122	122	122	122	122	122
7s, gold.....	122	122	122	122	122	122
1st M. (La. Crosse div.).....	122	122	122	122	122	122
1st M. (I. and M. div.).....	122	122	122	122	122	122
1st M. (I. and D. div.).....	122	122	122	122	122	122
1st M. (C. & M. div.).....	122	122	122	122	122	122
Consolidated S. F.....	127	126	124	125	125	125
Gen. & Northwestern 124	128	122	123	122	124	124
Preferred.....	138	136	137	136	138	138
1st mortgage.....	138	136	137	136	138	138
Sinking Fund 6s.....	138	136	137	136	138	138
Consolidated 7s.....	138	136	137	136	138	138
Consol. Gold bonds.....	138	136	137	136	138	138
Do. reg.....	138	136	137	136	138	138
Onic. Rock Isl. & Pac 137	137	137	137	134	135	135
6s, 1917, c.....	137	137	137	134	135	135
Clev. Col. C. and Ind. 93	93	91	92	91	91	91
1st mortgage.....	140	140	140	140	140	140
Clev. & Pittsburg guar.....	140	140	140	140	140	140
7s, Consolidated.....	140	140	140	140	140	140
4th mortgage.....	140	140	140	140	140	140
Col. Chl. & Ind. Cent 22	22	22	21	20	21	21
1st mortgage.....	22	22	21	20	21	21
2d mortgage.....	22	22	21	20	21	21
Del. & Hudson Canal 108	108	107	107	108	108	108
Reg. 7s, 1891.....	117	117	117	117	117	117
Reg. 7s, 1884.....	117	117	117	117	117	117
7s, 1894.....	120	119	120	118	120	120
Del. Lack. & Western 121	120	119	120	118	120	120
1d mortgage 7s.....	120	119	120	118	120	120
7s, Consol. 1907.....	120	119	120	118	120	120
Erie Railway.....	100	100	100	100	100	100
1st mortgage.....	100	100	100	100	100	100
2d mort. 6s, ext.....	109	109	109	109	109	109
3d mortgage.....	110	110	110	110	110	110
4th mort. 6s, ext.....	110	110	110	110	110	110
5th mortgage.....	110	110	110	110	110	110
7s, Consol. gold.....	110	110	110	110	110	110
Great Western 1st mort.....	112	112	112	112	112	112
2d mortgage.....	112	112	112	112	112	112
Hannibal & St. Joseph 94	93	91	91	90	92	92
Preferred.....	111	109	108	107	107	107
8s, Convertible.....	112	111	111	111	111	111
Houston & Tex. Cent.....	97	97	97	97	97	97
1st Mortgage.....	100	100	100	100	100	100
Illinois Central.....	137	136	136	135	135	135
Lake Shore & Mich. So. 122	122	121	121	121	122	122
Consol. 7s.....	122	121	121	121	122	122
Consol. 7s, reg.....	122	121	121	121	122	122
2d Consolidated.....	122	121	121	121	122	122
Leh. & W.B. 7s, Con.....	122	121	121	121	122	122
Long Dock bonds.....	124	124	124	124	124	124
Louisville & Nashville 104	103	101	102	100	102	102
7s, Consolidated.....	103	101	102	100	102	102
Manhattan.....	171	171	171	161	161	161
Metropolitan Elevated.....	87	84	84	82	80	82
1st Mortgage.....	100	100	100	100	100	100
Michigan Central.....	99	98	97	97	97	98
7s, 1902.....	128	128	128	128	128	128
M. S. and N. I. 1st, S. F.....	112	112	112	112	112	112
Morris and Essex.....	123	123	123	123	123	123
1st mortgage.....	123	123	123	123	123	123
2d mortgage.....	123	123	123	123	123	123
7s of 1871.....	123	123	123	123	123	123
7s, Convertible.....	123	123	123	123	123	123
7s, Consolidated.....	123	123	123	123	123	123
N. Y. Cent. & Hud. Riv. 143	142	142	142	142	142	142
6s, Sinking fund, 1883.....	142	142	142	142	142	142
6s, Sinking fund, 1887.....	142	142	142	142	142	142
1st mortgage.....	137	137	137	137	137	137
1st mortgage, reg.....	108	108	108	108	108	108
N. Y. Elevated.....	108	108	108	108	108	108
1st mortgage.....	115	115	115	115	115	115
N. York and Harlem.....	115	115	115	115	115	115
Preferred.....	115	115	115	115	115	115
1st mortgage.....	115	115	115	115	115	115
1st mortgage, reg.....	115	115	115	115	115	115

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending July 27.

	Th. 21.	F. 22.	Sat. 23.	M. 24.	Tu. 25.	W. 27.
N. Y. Lake Erie & W.....	43	43	41	42	41	42
Preferred.....	84	84	81	81	81	82
2d Consolidated.....	101	101	102	101	101	101
New 2d 5s fund.....	98	98	98	98	98	98
N. Y. N. Haven & Hart.....	181	181	181	181	181	181
North Missouri 1st M.....	41	40	38	37	35	37
Northern Pacific.....	41	40	38	37	35	37
Preferred.....	10	79	76	76	74	76
Ohio and Mississippi.....	19	39	38	37	37	38
Preferred.....	1.8	1.8	1.8	1.8	1.8	1.8
2d mortgage.....	120	120	120	120	120	120
Consolidated 7s.....	121	121	121	121	121	121
Consol. Sinking fund 123	121	121	121	121	121	121
Pacific Mail S. S. Co.....	49	48	47	48	47	48
Pacific R. R. of Mo.....	49	48	47	48	47	48
1st mortgage.....	120	120	120	120	120	120
2d mortgage.....	120	120	120	120	120	120
Panama.....	140	140	140	140	140	140
Philadelphia & Reading 59	59	59	57	57	58	58
Pitts. Ft. W. & Chl. 140	140	140	140	140	140	140
1st mortgage.....	138	138	138	138	138	138
2d mortgage.....	138	138	138	138	138	138
3d mortgage.....	138	138	138	138	138	138
Pullman Palace Car.....	141	141	141	141	141	141
Quicksilver Mining Co. 19	19	18	18	18	18	18
Preferred.....	71	71	70	69	69	69
St. Louis & San Fran.....	40	40	40	40	40	40
Preferred.....	74	76	74	74	74	72
1st Preferred.....	108	108	107	106	106	106
St. L. Alton and T. H. 50	52	52	55	45	47	47
Preferred.....	108	108	108	108	108	108
1st mortgage.....	108	108	108	108	108	108
2d mort. preferred.....	108	108	108	108	108	108
Income bonds.....	108	108	108	108	108	108
St. L. Iron Mt. & S.....	114	114	114	114	114	114
1st mortgage.....	114	114	114	114	114	114
2d mortgage.....	114	114	114	114	114	114
Tol. P. & War. 1st E. D.....	127	127	126	126	126	126
1st mort. West. Div.....	127	127	126	126	126	126
Union Pacific.....	127	127	126	126	126	126
1st mortgage.....	118	118	118	118	118	118
Land Grant 7s.....	118	118	118	118	118	118
Sinking Fund 6s.....	118	118	118	118	118	118
United States Express.....	68	68	68	68	68	68
Wabash.....	115	115	115	115	115	115
1d mortgage.....	115	115	115	115	115	115
2d mortgage.....	115	115	115	115	115	115
7s, Consolidated.....	115	115	115	115	115	115
St. Louis Division.....	115	115	115	115	115	115
Wabash, St. L. & Pac. 53	54	53	51	48	50	50
Preferred.....	91	90	89	88	81	88
New Mort. 7s.....	125	125	125	125	125	125
Wells-Fargo Express.....	125	125	125	125	125	125
Western Pacific bonds.....	90	90	90	90	90	90
Western Union Tel.....	90	90	90	90	90	90
7s, S. F. conv., 1900.....	90	90	90	90	90	90

Boston Stock Exchange.

Prices for the week ending July 27.

	Th. 21.	F. 22.	Sat. 23.	M. 24.	Tu. 25.	W. 27.
Atch. Top. and Sap. Fe. 144	144	144	142	141	142	142
1st mortgage.....	144	144	142	141	142	142
2d mortgage.....	144	144	142	141	142	142
Land Grant 7s.....	174	174	174	174	174	174
Boston and Albany.....	174	174	174	174	174	174
7s, reg.....	112	112	112	112	112	112
Boston and Lowell.....	160	160	160	160	160	160
Boston and Maine.....	160	160	160	160	160	160
Boston and Providence.....	160	160	160	160	160	160
Boston, Hart. & Erie 7s 78	78	78	78	78	78	78
Burl. & Mo. R. L. G. 7s.....	118	118	118	118	118	118
Burl. & Mo. R. in Neb.....	118	118	118	118	118	118
6s, exempt.....	95	95	95	95	95	95
Chl. Burl. and Quincy 167	169	167	166	155	155	155
7s.....	169	167	166	155	155	155
On. Sand. & Clev. (\$50) 28	29	28	27	24	24	24
Concord (\$40).....	100	100	100	100	100	100

maturing on 1st October next, after which date the interest ceases. The outstanding United States bonds on 1st October next will be \$250,000,000 at 4½ per cent, \$739,347,800 at 4, \$576,881,800 at 3½, and \$14,000,000 (naval pension fund) at 3 per cent. The annual interest charge on these bonds is \$61,434,000. Of the bonds outstanding on 1st March last the interest charge was \$76,845,000, a difference of \$15,411,000. The result of the Secretary's scheme, which has been conducted without charge of commission, is a reduction of \$94,705,000 in the amount of the debt, and of \$15,411,000 in the annual interest charges.

The Chief of the Bureau of Statistics reports that the total values of the exports of domestic provisions, tallow and dairy products from the United States during the month of June, 1881, and the six months ended the same, as compared with similar exports during the corresponding periods of the previous year, were as follows: June, 1881, \$9,591,705; June, 1880, \$13,310,347. Six months ended June 30, 1881, \$71,156,930; 1880, \$69,425,829. The values of the exports of provisions and tallow for the eight months ended June 30, 1881, were \$88,275,702, and during the same period in 1880, \$79,031,573. The total values of dairy products for the two months ended June 30, 1881, were \$3,835,994, and for the same period in 1880, \$4,945,004.

The total values of the exports of domestic breadstuffs from the United States during June, 1881, were \$20,605,915; June, 1880, \$28,253,190. Six months ended June 30, 1881, \$111,981,154; 1880, \$122,356,685. Twelve months ending June 30, 1881, \$265,561,328; 1880, \$282,132,618.

It is understood that the holders of about 8,000 shares of the old stock of the South Carolina Railroad Company, who refused at first to accede to the terms of the reorganization, will be allowed now to come in and share in the advantages to be derived therefrom. The agreement provides:

First—For the issue not exceeding \$5,000,000 first consolidated mortgage bonds which are to be used to pay off such bonds as have been decreed by the court to be a lien on the road prior to the old second mortgage bonds and to provide for so much of the floating debt as is secured by first or second mortgage bonds.

Second—That second consolidated mortgage six per cent bonds may be issued by the reorganized company to such amount, not exceeding \$1,500,000 in all, as may be necessary, to be delivered to the stockholders at par for the assessment of 10 per cent, with interest thereon; to provide a contingent fund of not exceeding \$100,000 in such bonds at par and to provide the means of paying the first mortgage bonds of the old company not provided for in the issue of the first consolidated mortgage bonds, as they become due.

Third—That income mortgage six per cent bonds may be issued by the reorganized company to such amount not exceeding \$3,000,000 in all as may be necessary: to provide for the payment of the principal and interest of the non mortgage bonds outstanding; to provide for the stock surrendered by stockholders depositing their stock and paying the assessment of 10 per cent thereon; to provide an improvement, equipment and contingent fund not to exceed the sum of \$250,000 in such bonds at par, which amount, or so much thereof as may remain after defraying all the obligations and expenses of the Purchasing Committee, shall be delivered to the reorganized company for the uses and purposes stated in the reorganization plan.

The closing quotations on Thursday were: Adams Express, 134@136; American Express, 82@84; American District Telegraph, 47@47½; Chicago, Burlington and Quincy, 157@157½; Canada Southern, 66½@66¾; Chicago and Northwestern, 126¼@126¾; do. pref., 139¾@140; Central Pacific, 93¼@93½; Chicago, Milwaukee and St. Paul, 111¼@112; do. pref., 129@—; Cleveland, Columbus, Cincinnati and Indianapolis, 92@93; Columbus, Chicago and Indiana Central, 22¼@22¾; Delaware and Hudson Canal, 108¾@109; Delaware, Lackawanna and Western, 121¼@121¾; Hannibal and St. Joseph, 90¾@91¼; do. pref., 110@110½; Lake Erie and Western, 56@56½; Lake Shore and Michigan Southern, 124@124½; Metropolitan Elevated, 84@84½; Manhattan Elevated, 17@17½; Michigan Central, 98¼@98½; New York Elevated, 106@107½; New York, Lake Erie and Western, 43¾@43½; do. pref., 84¼@84¾; New York Central and Hudson River, 143½@143¾; Ohio and Mississippi 37¾@37½; Ohio Central, 28@28½; Pacific Mail, 50½@50¾; Panama, —@268; Texas and Pacific, 57@57½; Union Pacific, 126@126½; United States Express, 68½@68¾; Wells Fargo Express, 124@126; Western Union Telegraph, 88½@88¾; Wabash, St. Louis and Pacific, 51¾@52; do. pref., 89¾@90¼.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Am. Dock and Imp. Co. ass., 132½; Boston and New York Air Line, 67; Buffalo and Erie 7s, new, 122; Central Iowa 1st, 115½; Cedar Falls and Minnerota, 27; Chesapeake and Ohio 1st pref., 37; do. 2d pref., 27; do. 1st, Series B, 86¾; do. cur. int., 58¾; Chicago, St. Paul, Minneapolis and Omaha, 89¾; do. pref., 101¼; do. consol., 103; Col., Chi. and Ind. Cent. Inc., 75½; Cairo and Fulton 1st, 113; Chicago, Burlington and Quincy 8s, 103¼; Chicago, Milwaukee and St. Paul 1st, Southern Minn. div., 106½; do. S. W. div. 6s, 109¾; Cleveland and Toledo, S. F., 110; Denver and Rio Grande, 97¾; do. 1st 118; do. 1st, consol., 115; Denver, South Park and Pacific 1st, 108; East Tenn., Va. and Ga. 1st, 117½; Galena and Chicago 1st, 104; Galveston, Houston and Henderson 1st, 75; Galveston, Harrisburg and San Antonio 1st, 110; Houston and Texas Central Gen'l mort., 106; do. 2d M. L., 131; Indiana, Bloom. and Western, 47½; do. 2d, 84; Indianapolis, Decatur and Springfield 1st, 110; International and Gt. Northern 1st, 112½; Kansas Pacific 1st consol., 109¼; do. 6s, Denver div. ass., 115; Keokuk and Des Moines 1st, 110; Lehigh and Wilkesbarre consol. ass., 110½; Lake Erie and Western, 54¾; Louisville, New Albany and Chicago, 88; do. 1st, 107; Metropolitan Elevated 2d, 89¼; Milwaukee, Lake Shore and Western, 51¾; do. 1st, 107; Missouri, Kansas and Texas, 42¾; do. consol. ass., 110; do. 2d, 82; do. 6s, 93; Manhattan Beach, 84; Mobile and Ohio, 86; do. 1st debent., 112½; do. 2d, debent., 65½; do. new mort., 112½; Missouri Pacific, 105¾; do. 1st, consol., 112; Memphis and Charleston, 70; Marietta and Cincinnati 1st pref., 12; do. 2d pref., 9; Nashville, Chattanooga and St. Louis, 78; do. 1st, 118; New York, Ontario and Western, 81¼; Norfolk and Western, 25¼; do. pref., 54; New

York, Penn. and Ohio Inc., 56½; Northern Pacific 1st, 101; New York City and Northern Gen'l mort., 94¾; Ohio Central, 27½; do. 1st, 100; do. Inc., 54; Oregon Railway and Nav., 161; do. 1st, 109; Ohio and Mississippi 1st, Springfield div., 118½; Ohio Southern Inc., 50; Peoria, Decatur and Evansville, 40¾; do. Inc., 78; Rome, Watertown and Ogdensburg 1st consol., 94; Richmond and Allegheny, 53; do. 1st, 102; Rochester and Pittsburg, 39¾; do. Inc., 45; St. Louis, Kansas City and Northern, Omaha div. 1st, 117¾; do. St. Charles Bridge 1st, 100¾; do. R. E. 7s, 1895, 113; Syracuse, Binghamton and New York 1st, 125; Scioto Valley 1st, 107; St. Paul and Duluth pref., 86; St. Paul and Sioux City 1st, 113; St. Paul, Minn. and Man., 102; do. 2d, 106; St. Louis and Iron Mt. 1st, pref., Inc., 99½; do. 2d, 109; do. Ark. Branch 1st, 112; do. Cairo, Ark. and Texas 1st, 112½; Toledo, Delphos and Burlington, 27; do. Inc., 52; Texas and Pacific, 56¾; do. Inc., L. G., 78; do. Rio Grande div., 1st, 98¾; Utah Southern Gen'l mort., 113; Wabash, St. Louis and Pacific Gen'l mort. 6s, 101¼; Arkansas 7s, L. R., P. B. and N. O., 16; Georgia 7s, new, 111½; Louisiana 7s, consol., 67½; North Carolina 4s, consol., 88; do. 6s, S. T. 1st class, 7¼; Tennessee 6s, old, 72; do. new, 71¼; Am. Dist. Tel., 47½; Sinto Tunnel, 1½; Colorado Coal and Iron 48¾; Cam. Coal, 38; Consolidation Coal, 38; Maryland Coal, 26; New Central Coal, 26½; Pennsylvania Coal, 254; Central Mining, 2½; Deadwood, 8; Excelsior, 2½; Homestake, 15½; Little Pittsburg, 2½; Ontario, 35; Standard, 22¾.

Philadelphia.—Central Transp., 42; Chesapeake and Delaware Canal 6s, 89½; Huntingdon and Broad Top consol. 5s, 93½; do. 1st mort. 7s, 120; Harrisburg and Lancaster 6s, 104¾; Pennsylvania Canal 6s, 100; Pennsylvania Co. 4s, 98; do. 6s, 108; Perkiomen 1st, 104; Philadelphia and Reading scrip, 73; Texas and Pacific consol. mort. 6s, 104¾; do. 1st mort. 6s, 110. The latest quotations are: City 6s, 115@116½; do. free of tax, 127½@132½; do. 4s, new, 102@104; Pennsylvania State 6s 3d series, 101@101½; do. 6s, new loan, 115@116½; do. 4s, new, 111@—; Philadelphia and Reading R. R., 29@29½; do. consol. mort. 7s, coup. 126¼@126¾; do. reg., 126¼@126½; do. mort. 6s, 122@125; do. 7s, 1893, 121@122; do. new conv., 66@—; United New Jersey R. R. and Canal, —@192; Buffalo, Pittsburg and Western, 21¼@21¾; Pittsburg, Titusville and Buffalo 7s, 104¼@105; Camden and Amboy mort. 6s, 1889, 115½@116½; Pennsylvania R.R., 63@63½; do. gen'l mort., coupon, 124@126½; do. reg., 126¼@128; do. consol. mort. 6s, reg., 121¼@121¾; Little Schuylkill R. R., 55¼@56; Morris Canal, 41¾@45¼; do. pref., 169@—; Schuylkill Nav., 6½@—; do. pref., 15@15½; do. 6s, 1882, 90¾@91½; do. 1872, 107½@108¼; Elmira and Williamsport pref., 55@60; do. 6s, 113@—; do. 5s, 98@103; Lehigh Coal and Navigation, 44¼@44¾; do. 6s, 1884, 106¼@107; do. R. R. loan, 119½@120; do. Gold Loan, 116¼@116¾; do. consol. 7s, 119¾@120¼; Northern Pacific, 35½@35¾; do. pref., 74¼@74¾; North Pennsylvania, 60¾@60¾; do. 6s, 107½@—; do. 7s, 122@124; do. Gen'l mort. 7s, reg., 121¼@121¾; Philadelphia and Erie, 21¼@—; do. 7s, 118¾@120½; do. 6s, 107½@108½;

Minehill, 60½@60¾; Catawissa, 20@21½; do. pref., 57½@58½; do. new pref., 57½@58; do. 7s, 1900, 127@127½; Lehigh Valley 60½@61½; do. 6s, coupon, 122@123½; do. reg., 122@123½; do. 2d mort. 7s, 137½@140; do. consol. mort., 122½@123; Fifth and Sixth streets (horse), 136@137; Second and Third, 112½@116; Thirteenth and Fifteenth, 86@87½; Spruce and Pine, 45@48; Green and Coates, 90@100; Chestnut and Walnut, 95@98; Hestonville, —@23; Germantown, 79¾@80¾; Union, 119@125; Lombard and South, —@26; West Philadelphia, 116@117½; People's, 81@81½; Continental, 103@108.

Baltimore.—Atlantic Coal, 130; Atlanta and Charlotte, 78½; Baltimore City 4s, 1920, 111½; do. 5s, 1916, 126; do. 5s, 1894, 119; do. 6s, 1890, 117½; do. 1902, 128; Canton Co., 74; do. 6s, 110½; Columbia and Greenville 1st, 103½; Chesapeake and Ohio Canal 6s, 68½; George's Creek Coal, 105; Maryland Defense 6s, 105¾; Marietta and Cincinnati 1st Sterling, 121; Pittsburgh and Connellsville, 15; Richmond and Danville, 102; do. bonds, 1890, 108½; South Side 2d, 102¾; Virginia Midland 1st pref., 69¾; do. 2d pref., 54; do. 4th, 55½; do. 5th, 100½; Virginia Peckers, 40; Wilmington, Columbia and Augusta, 111. The latest quotations are: Atlanta and Charlotte 1st, 109@110; Baltimore and Ohio, 190@205; do. 6s, 1885, 110@112; Baltimore City 6s, 1886, 108@—; do. 5s, 1916, 125@—; do. 4s, 1920, 111@—; Central Ohio 1st, —@114; Columbia and Greenville 1st, 103@—; Marietta and Cincinnati 1st, 123½@124; do. 1st Sterling, 121@—; do. 2d 87½@86; do. 3d, 46@47; Northern Central, —@53½; do. 6s, 1885, 107@—; do. 6s, 1900, gold, —@117; Northwestern Va. 3d guar., —@112; Pittsburgh and Connellsville 7s, —@123½; Richmond and Danville, 103@108; do. bonds, 1885, 105¾@106; Union Canal endorsed, 118@—; Virginia Midland 2d, 111½@112½; do. 5th, 100½@100¾; Virginia Consols. 82½@82¾; do. consol. coupons, 91½@92½; do. 10-40s, 54¾@55; Western Maryland 2d pref., 106½@107½; do. Washington county guar., 110@—; Wilmington and Weldon, 7s, 115@—.

Boston.—Atlantic and Pacific 6s, 103½; do. Inc., 56; Atchison, Topeka and Santa Fe 5s, 98½; Boston Land, 8¾; Boston Water Power, 8¾; Burlington and Missouri River in Nebraska 6s, non-exempt, 106½; Boston, Revere Beach and Lynn, 120¾; Boston, Clinton, Fitchburg and New Bedford, 50; Connorton Valley 7s, 100; Connecticut and Passumpsic Rivers, 99½; Chicago and West Michigan, 87; Central Railroad of Iowa, 85; Detroit, Lansing and Northern, 80; Flint and Pere Marquette, 86; do. pref., 103; Iowa Falls and Sioux City, 91; Kansas City, St. Joseph and Council Bluffs 7s, 123; Kansas City, Fort Scott and Gulf, 99; do. 7s, 113½; Louisiana and Missouri River, 26; Little Rock and Ft. Smith, 76¾; Marquette, Houghton and Ontonagon, 74; do. pref., 120; Massachusetts Central, 87½; do. 6s, 100¾; Mexican Blocks, new, 98½; do. old, 111; New York and New England 6s, 112¾; Northern Pacific 6s, 103¾; Ogdensburg and Lake Champlain 6s, consol. 103½; Portsmouth, Gt. Falls and Conway, 31; do. 4½s, 92½; Republican Valley deferred, 95; Rutland, 6; do. pref., 28; do. 5s, 85; Summit Branch,

17; Sonora 1st 7s, 98½; Saginaw Valley and St. Louis 8s, 120; Toledo, Delphos and Burlington, 16½; Wisconsin Central 25¾; do. 2d series, 68; Alton Mining Co., 2¾; Atlantic, 10; Brunswick Antimony, 12½; Catalpa, 15; Crescent, 87½c.; Douglas, 3; Franklin, 10½; Harshaw, 5½; Mesnard, 50c.; Osceola, 30; Pewabic, 11¾; Silver Islet, 41.

Railways of England.

The following comparative statement of gross receipts of eighteen of the English Railways for the half year ending June 30, 1880 and 1881, is from Herapath's Railway Journal:

Name of Railway.	1881. £	1880. £
Great Eastern.....	1,306,236	1,291,188
Great Northern.....	1,624,730	1,612,358
Great Western *.....	2,888,910	2,857,787
Lancashire and Yorkshire ..	1,727,761	1,717,700
London and Brighton	904,527	894,878
London and Chatham.....	507,478	505,899
London and N. Western ...	4,452,289	4,422,434
London and S. Western.....	1,167,993	1,167,835
Manchester and Sheffield..	849,178	896,294
Metropolitan.....	288,193	271,110
Metropolitan District.....	191,264	181,104
Midland.....	3,233,762	3,215,758
Northeastern.....	2,915,024	2,956,060
North London.....	213,872	205,948
North Staffordshire.....	306,088	313,574
Rhymney.....	76,606	74,982
Southeastern †.....	869,881	868,660
Taff Vale.....	262,960	254,952
	23,786,752	23,708,021

—showing an increase of £78,731.

* The receipts of the Great Western as given here are really only for twenty one weeks, but it was thought advisable to do this as the company will in future begin its financial half year on July 1 and January 1; the same course as is, in fact, pursued by all other English lines.

† The aggregate in this case is for 25 weeks and 1 day against 25 weeks and 3 days.

The experiment of running a locomotive without brakes has just been successfully tried by the Delaware, Lackawanna and Western Railroad Company. The locomotive is of ordinary pattern, but has an extra pipe leading from the boiler to the steam chest by which power can be applied against the piston, checking the engine and enabling the engine to reverse without "hauling over."

The new Montauk Railroad extension, running from Patchogue to Bellport and Moriches and communicating with the Sag Harbor branch at Eastport, has been completed, and the train of the Long Island Railroad commenced running over it on the 24th inst. The connection of this road with the Sag Harbor branch creates a through route along the south side of the island from the city to the cliffs of Montauk.

It has been decided at the Treasury Department that journalists can bring certain books for their libraries into the United States free of duty. It is understood that this decision is based on the clause of the Revised Statutes admitting "tools of trade" free of duty.

The new line to St. Paul and Minneapolis, to be known as the "Albert Lee Route," was opened by the Chicago, Rock Island and Pacific Railway Company on the 20th inst. Two trains a day will be run, with no carriage transfer at Minneapolis for the Chicago, Milwaukee and St. Paul, or

the St. Paul, Minneapolis and Manitoba Railroads. It is the intention to make this a favorite passenger route to Minnesota and the lakes.

Pennsylvania Railroad.

The statement of the business of all the lines of the Pennsylvania Railroad Company east of Pittsburgh and Erie, for June, 1881, as compared with the same month in 1880, shows

An increase in gross earnings of.....\$585,961
An increase in expenses of.....109,665

An increase in net earnings of.....\$476,296

The six months of 1881, as compared with the same period in 1880, show

An increase in gross earnings of.....\$2,119,769
An increase in expenses of.....1,217,022

An increase in net earnings of.....\$902,747

All lines west of Pittsburgh and Erie for the six months of 1881 show a surplus over liabilities of \$1,625,783, being a gain over the same period in 1880 of \$284,676.

At a meeting of the directors of the Bald Eagle Valley Railroad Company, held at the office of the Pennsylvania Railroad Company in Philadelphia on the 22d inst., a semi-annual dividend of 4 per cent was declared, and it was decided to open a new branch road four miles in length from a point on the line of the Bellefonte and Snow Shoe Road, which was recently consolidated with the Bald Eagle Valley, to the newly developed coal fields. The output of coal from the Snow Shoe mines now exceeds 600 tons per day. The coal is sold mainly for delivery at Albany and Boston, where it is used for steam purposes.

A project has been started to build a narrow gauge railroad between Tarrytown and Port Chester by way of White Plains, so as to form connections between the Hudson River Railroad at Tarrytown, the New York City and Northern Railroad near Hall's Corners, the New York and Harlem Railroad at White Plains, and the New York, New Haven and Hartford Railroad; also with the prospective Housatonic and Northern and the New York and Connecticut Valley Railroads.

The outside rail on the New York, Lake Erie and Western Railroad will soon be taken up, all the care on the road having been narrow-gauged. The taking up of this rail will, it is estimated, give the company enough rails to lay 200 miles of double track.

The stock of the Chicago and Iowa Railroad held by the City of Aurora, Ill., was sold at auction on the 23d inst. for \$130,200, the par value being \$100,000. H. L. Head, of Chicago, was the purchaser.

A contract for five miles of the Toronto and Ottawa Railway has been let to Messrs. Wood & Parr. William Gooderham, the president, says they are going to push the work rapidly.

At a meeting of the Canadian Pacific Railway shareholders in Montreal, on the 19th inst., a resolution was passed authorizing the issue of \$25,000,000 of bonds.

The Governor of New York has signed the Bill (incorporating the Niagara River Bridge Company,

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Dividend Payable.		
Albany and Susq.	100	13,500,000	J. & J.	Jan. '81	84	Little Schuylkill* ..	"	July '81	81	Wars River*	100	\$750,000	J. & J.	July '81	81		
Ashuelot*	100	210,000	quarterly	Aug. '81	81	Louisville & Nashville.	100	Aug. '81	81	Warren (N. J.)	100	1,800,000	A. & O.	Apr. '80	80		
Atch. Pop. & Santa Fe.	100	10,400,000	quarterly	Aug. '81	81	Louis, N. Alb. & Chi.	100	Dec. '79	81	Warwick Valley	100	228,000	A. & O.	Apr. '80	80		
Atlanta and West Point.	100	1,320,000	J. & J.	July '80	80	Lowell and Andover	100	July '80	80	Westchester & Phil. pref.	100	821,300	J. & J.	July '80	80		
Atlantic and St. Law.	100	5,000,000	M. & S.	Sept. '80	80	Lowell and Lawrence	100	A. & O.	July '80	80	West Jersey	100	1,559,750	F. & A.	Nov. '79	79	
Augusta and Savannah.	100	1,022,000	A. & O.	June '80	80	Lykens Valley	100	F.M.A.N.	July '79	79	Wilmington & Weldon.	100	1,455,200	J. & D.	Nov. '79	79	
Avon, Genesee & M. T.	100	225,000	A. & O.	Jan. '78	78	Manchester and Law.	100	M. & N.	May '81	81	Winchester & Potomac*	100	180,000	J. & J.	Jan. '81	81	
Baltimore and Ohio.	100	14,216,800	M. & N.	July '81	81	Marietta & Cincinnati ..	50	1,403,912	"	Winchester & Strasburg ..	100	500,000	J. & J.	July '81	81		
" " pref.	100	4,549,578	J. & J.	May '81	81	" " 1st pref.	50	8,108,719	M. & S.	Sep. '66	80	Worcester and Nashua.	75	1,789,800	J. & J.	July '81	81
Washington Br.	100	1,050,000	A. & O.	Apr. '81	81	" " 2d pref.	50	4,480,388	M. & S.	Sep. '66	80						
Berkshire*	100	800,000	quarterly	Apr. '81	81	Massachusetts	100	400,000	F. & A.	Aug. '81	81						
Boston and Albany	100	20,000,000	quarterly	June '81	81	Memphis & Charleston ..	25	5,312,725	J. & D.	Jan. '69	69	Albany City	100	110,300	J. & J.	July '81	81
Boston & Cin. F. & N. Bed.	100	1,750,000	"	June '81	81	Metropolitan Elevated ..	100	6,500,000	quarterly	Aug. '81	81	Baltimore City	25	1,000,000	J. & J.	July '81	81
" " pref.	100	1,750,000	"	Apr. '81	81	Michigan Central	100	18,738,200	quarterly	Aug. '81	81	Balt., Cat. & El. Mills.	50	121,000	A. & O.	Apr. '81	81
Agricultural Br. guar.	100	60,000	J. & D.	June '78	78	Middlesex Central	100	2,136,395	F. & A.	Feb. '81	81	Boston & Chelsea pref.	50	200,000	J. & J.	Apr. '78	78
Bost. Conn. & Mont. pref.	100	800,000	M. & N.	May '81	81	Mill Creek & Minehill* ..	50	323,375	J. & J.	July '81	81	Broadway (Brooklyn)	100	2,400,000	J. & J.	Apr. '79	79
Boston and Lowell	100	3,250,000	J. & J.	July '81	81	M. Hill & Schuyl. Hav.* ..	50	3,856,450	J. & J.	July '81	81	Broadway & 7th Av. (N.Y.) ..	100	4,100,000	J. & J.	Apr. '79	79
Boston and Maine	100	6,000,000	M. & N.	May '81	81	Missouri Pacific	100	2,416,000	quarterly	July '81	81	Brooklyn & Hunter's Pt.	100	400,000	A. & O.	Apr. '79	79
Boston and Providence	100	131,700	J. & J.	May '81	81	Mobile & Montgomery ..	100	2,794,800	F. & A.	Feb. '80	80	Brooklyn City	100	2,000,000	F.M.A.N.	Aug. '79	79
Attleborough Branch.	100	350,000	J. & J.	July '81	81	Morris and Essex	50	15,000,000	J. & J.	July '81	81	Bushwick (Brooklyn)	100	309,000	J. & J.	July '79	79
Bost. Revere B. Lynn.	100	950,000	J. & J.	July '81	81	Mt. Carbon & Pt. Carbon ..	50	232,350	J. & J.	July '81	81	Cambridge	100	908,000	J. & J.	Apr. '79	79
Buffalo, N. Y. and Neb.	100	8,837,800	J. & D.	June '79	79	Nashua and Lowell	100	800,000	M. & N.	May '81	81	Can. Park, N. & E. Riv.	100	1,068,400	J. & J.	Jan. '79	79
Burl. & Mo. Riv. in Neb.	100	877,400	quarterly	Apr. '80	80	Nashua and Rochester ..	100	1,305,800	A. & O.	Apr. '81	81	Citizens' (Phil.)	50	600,000	J. & J.	Jan. '78	78
Barn and Atlantic.	100	838,311	quarterly	Apr. '80	80	Nashville and Decatur ..	100	1,529,000	J. & D.	Dec. '79	79	Citizens' (Phg.)	50	200,000	M. & N.	Nov. '77	77
" " pref.	100	838,311	J. & J.	July '81	81	Nash, Chat. & St. Louis. 25	50	6,576,256	A. & O.	Apr. '80	80	Coney Island & 'rooki. '10	10	500,000	A. & O.	Oct. '80	80
Camden & Bari. Co.	100	381,925	J. & J.	July '81	81	Naugussett	100	2,000,000	J. & J.	Jan. '81	81	Continental (Phila.)	50	180,000	J. & J.	July '81	81
Orpe May and Millville* ..	50	447,000	J. & D.	July '80	80	Nesquehoning Valley* ..	50	1,000,000	M. & S.	Mar. '81	81	D. Dock E. B. dw. & Bat.	100	1,200,000	F.M.A.N.	May '79	79
Catawissa*	50	1,158,600	Oct. 'ber	Oct. '80	81	N. Castle & Beaver Val. ..	50	1,800,000	quarterly	July '80	80	Elizabet and Newark	100	200,000	J. & J.	Jan. '79	79
" " pref.	50	2,200,000	M. & N.	May '81	81	N. Haven & Northamp.	100	605,000	quarterly	Oct. '74	75	Frank & Southw. (Ph) ..	50	748,000	M. & N.	May '79	79
" " 2d pref.	50	1,000,000	M. & N.	Jan. '80	80	New London Northern*	100	1,418,800	quarterly	July '81	81	Germantown (Ph)	50	600,000	A. & O.	Apr. '80	80
Cayuga and Susq.	50	589,110	J. & J.	Aug. '81	81	N. Y. Cen. & Hudson R.	100	89,428,330	quarterly	July '81	81	Girard College (Ph)	50	1,000,000	J. & J.	July '80	80
Cedar Rapids & M. O.	100	769,000	F.M.A.N.	Aug. '81	81	New York and Harlem ..	100	8,500,000	J. & J.	July '81	81	Green & Coates St. (Ph) ..	50	500,000	J. & J.	July '78	78
Central of Georgia.	100	7,500,000	J. & D.	Apr. '81	81	" " City Line.	100	1,500,000	J. & J.	July '81	81	Grand St. and Newton.	100	170,000	J. & J.	July '71	71
Central of New Jersey.	100	15,562,200	J. & D.	Apr. '78	78	New York & Long Br.	100	2,000,000	annually	Oct. '79	79	Green & Coates St. (Ph) ..	50	600,000	J. & J.	July '79	79
Central Ohio	100	2,428,000	J. & J.	July '81	81	New York Elevated	100	6,500,000	quarterly	Apr. '81	81	Hendon, Mantau & Fairm.	100	2,050,000	J. & J.	Jan. '78	78
" " pref.	100	400,000	J. & J.	July '81	81	N. Y., Lake Erie & West.	100	77,107,700	"	"	"	Highland	100	600,000	J. & J.	July '81	81
Central Pacific	100	54,275,500	F. & A.	Aug. '81	81	" " pref.	100	8,134,700	"	"	"	Lomb. & South Sta. (Ph) 25	105,000	A. & O.	Oct. '79	79	
Chenango*	100	280,000	quarterly	July '81	81	N. Y., N. H. & Harf.	100	15,500,000	J. & J.	Jan. '81	81	Lynn and Boston	100	300,000	M. & N.	May '81	81
Cheshire, preferred	100	2,155,350	J. & J.	July '81	81	N. Y., Provid. & Boston.	100	3,000,000	quarterly	May '81	81	Malden and Melrose	100	200,000	J. & J.	July '81	81
Chicago and Alton	100	10,065,400	M. & S.	Mar. '81	81	Ning. Bridge & Canard*	100	1,000,000	J. & J.	July '80	80	Metropolitan (Boston)	50	1,500,000	J. & J.	July '81	81
" " pref.	100	2,428,000	M. & S.	Mar. '81	81	North Carolina	100	4,000,000	M. & S.	Mar. '80	80	Middlesex (Boston)	100	550,000	M. & N.	May '81	81
Chicago, Bari & Quincy.	100	81,004,450	quarterly	June '81	81	N. Eastern (S. C.) pref.	100	96,000	M. & N.	Nov. '77	77	N. Y., Bay Ridge & Jam.	100	102,540	"	Oct. '75	75
Chi. Clin. Dub. & Minn.	100	6,160,000	A. & O.	July '79	79	North Pennsylvania	50	4,527,150	quarterly	May '81	81	Ninth Avenue (N. Y.)	100	797,320	"	"	"
Chicago, Iowa & Nebras*	100	3,918,200	J. & J.	Apr. '81	81	Northern Central	50	5,842,000	J. & J.	July '81	81	Orange and Newark	100	182,550	"	"	"
Chi. Mil. and St. Paul.	100	15,404,261	A. & O.	Apr. '81	81	Northern N. Hampsh.	50	3,098,400	J. & D.	June '81	81	People's (Phila.)	25	206,054	J. & J.	July '79	79
" " pref.	100	12,709,438	A. & O.	Apr. '81	81	Northern New Jersey* ..	100	1,000,000	J. & J.	July '77	77	Philadelphia City	50	475,000	J. & J.	July '81	81
Chicago & N. Western.	100	21,928,337	J. & D.	June '81	81	Norwich & Worcester* ..	100	2,604,400	J. & J.	July '81	81	Philadelphia and Darby ..	20	200,000	J. & J.	July '72	72
" " pref.	100	21,928,337	quarterly	June '81	81	Ogdensb. & L. Champ*	100	3,077,000	J. & J.	July '76	76	Phila. and Grey's Ferry ..	20	284,775	J. & J.	Jan. '78	78
Chicago, R. I. & Pacific.	100	20,000,000	quarterly	Aug. '81	81	" " pref.	100	2,000,000	A. & O.	Apr. '78	78	Pbg. Alleg. & Manchester ..	50	200,000	quarterly	Apr. '78	78
Chicago & West Mich.	100	6,151,000	F. & A.	Feb. '81	81	Ohio and Mississippi	100	20,000,000	quarterly	"	"	Ridge Avenue (Ph)	50	750,000	A. & O.	Apr. '70	70
Cin. Ham. & Cleveland.	100	6,000,000	M. & N.	Oct. '80	80	" " pref.	100	4,030,000	J. & D.	Mar. '75	75	Second Avenue (N. Y.) ..	100	1,192,500	J. A. J. O.	Apr. '78	78
Cin. Sand. & Dayton.	100	4,229,037	F. & A.	May '81	81	Old Colony	100	7,133,900	J. & J.	July '81	81	Second & Third St. (Ph) 40	192,000	quarterly	Jan. '79	79	
Clev. Col. Cin. & Ind.	100	14,991,800	F. & A.	Feb. '81	81	Oregon Railway & Nav.	100	4,435,000	quarterly	May '81	81	17th & 19th streets (Ph) ..	50	600,000	J. & J.	Jan. '78	78
Cleveland & Mahoning* ..	100	2,057,589	M. & N.	Nov. '79	79	Oswego and Syracuse*	100	482,400	F. & A.	Aug. '74	74	Sixth Avenue (N. Y.)	100	750,000	M. & N.	Nov. '77	77
Cleveland & Pittsburg* ..	100	11,235,150	quarterly	June '81	81	Panama	100	7,000,000	Aug. 1, 1881	81	Jomerville (Boston)	100	115,000	M. & N.	May '81	81	
Columbus and Xenia*	100	1,785,200	M. J. S. D.	June '81	81	Paterson and Hudson* ..	100	632,000	J. & J.	July '81	81	South Boston	50	50,000	J. & J.	July '81	81
Colum. & Hocking Val.	100	1,500,000	F. & A.	Aug. '81	81	Paterson and Newark* ..	100	250,000	J. & J.	July '81	81	Third Avenue (N. Y.)	100	2,000,000	F.M.A.N.	Nov. '80	80
Concord	100	1,500,000	M. & N.	May '81	81	Paterson and Ramapo* ..	100	248,000	J. & J.	July '81	81	13th & 15th street (Ph) ..	50	1,000,000	J. & J.	July '74	74
Concord and Ports.	100	550,000	J. & D.	June '81	81	Pembor. & Hightstown* ..	50	342,150	J. & J.	July '80	80	23d street (N. Y.)	100	600,000	J. & J.	Jan. '79	79
Conn. & Passump. Riv.	100	2,176,700	F. & A.	Aug. '81	81	Pennsylvania	100	68,870,200	M. & N.	May '81	81	Union (Boston)	100	374,300	J. & J.	July '81	81
Connecticut River	100	2,109,000	J. & J.	July '81	81	Peoria & Bureau Val.* ..	100	1,200,000	F. & A.	Feb. '81	81	Union (Phila.)	50	400,000	J. & J.	July '81	81
Cumberland Valley	100	1,292,950	J. A. J. O.	Jan. '81	81	Philadelphia and Erie* ..	100	6,004,300	J. & J.	"	"	West Philadelphia	50	403,000	J. & J.	July '77	77
" " 1st pref.	100	241,900	A. & O.	Oct. '80	80	" " pref.	50	2,400,000	J. & J.	Jan. '75	75						
" " 2d pref.	100	245,000	A. & O.	Oct. '80	80	Phil. Ger. & Norristown* ..	50	1,626,250	M. J. S. D.	June '81	81						
Danbury and Norwalk	100	600,000	quarterly	June '81	81	Philadelphia & Reading ..	50	32,738,375	quarterly	Jan. '78	78						
Dayton & Michigan*	100	2,401,528	A. & O.	Oct. '81	81	" " pref.	50	1,551,800	quarterly	July '78	78						
" " pref.	100	1,211,250	quarterly	Jan. '81	81	Phila. and Trenton	100	1,259,100	quarterly	July '81	81						
Delaware*	2	1,530,950	J. & J.	Jan. '81	81	Phila. Wil. & Balt.	100	11,572,700	J. & J.	July '81	81						
Del. & Bound Brook*	100	1,584,400	quarterly	May '81	81	Pittsb., Ft. W. & Chi.* ..	100	19,714,285	quarterly	July '81	81						
Del., Lackaw. & Westn.	100	25,200,000	quarterly	July '81	81	" " Special Imp.	100	6,504,800	quarterly	July '81	81						
Detroit, Lans. & Nor.	100	1,525,600	F. & A.	Aug. '80	80	Pittsfield & N. Adams.	100	450,000	J. & J.	Jan. '80	80						

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl. C. Rapids & Nor.:													
1880.....	184,316	165,170	168,325	141,553	149,504	153,376	143,432	160,160	179,804	204,991	189,330	193,068	2,053,13
1881.....	167,750	124,510	148,551	184,680	165,630	205,912							
Central Pacific:													
1879.....	1,059,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880.....	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881.....	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	2,083,000							
Chicago and Alton:													
1879.....	343,737	307,381	327,370	335,394	421,937	447,754	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880.....	534,054	497,013	626,478	542,961	616,123	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881.....	487,890	461,641	511,415	548,675	528,860								
Chicago and Northwestern:													
1879.....	1,008,321	889,623	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,372
1880.....	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,666,432	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490,322	19,423,684
1881.....	1,222,250	957,300	1,162,363	1,454,361	1,863,676	2,231,900							
Chicago, Burl. & Quincy:													
1879.....	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880.....	1,200,239	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,326,812	17,311,890
Chicago, Mil. & St. Paul:													
1880.....	764,298	738,749	900,675	871,041	1,135,000	1,037,958	1,026,030	991,000	1,257,000	1,494,000	1,472,000	1,429,000	13,114,810
1881.....	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000							
Chicago, St. Paul, Minn. & Omaha:													
1879.....	105,405	92,044	134,134	259,208	232,146	218,093							
1880.....	128,555	101,965	166,999	253,677	309,794	404,241							
1881.....													
Cin., Ind. St. L. and Chicago:													
1880.....	155,697	172,541	198,220	168,199	186,995	200,332							
1881.....	171,466	160,981	185,004	175,484	188,794	158,256							
Clev., Col., Cin. & Ind.:													
1880.....	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	437,824	426,327	368,714	348,092	4,440,514
1881.....	299,903	271,176	344,602	347,098	338,423	398,914							
Denver and Rio Grande:													
1880.....	124,093	128,291	168,961	164,882	191,695	295,455							
1881.....	307,476	317,681	393,493	433,212	514,767	584,230							
Hannibal & St. Joseph:													
1880.....	176,079	166,965	216,327	206,735	191,317	179,396	163,484	212,896	209,068	240,359	204,116	257,241	2,537,954
1881.....	153,067	126,113	173,557	188,124	177,003	194,949							
Houston and Texas Central:													
1880.....	319,041	429,803	237,745	247,807	188,120	195,329							
1881.....	359,706	439,475	325,209	267,082	226,399	227,323							
Illinois Central:													
1880.....	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	506,836	880,211	783,120	673,181	8,304,812
1881.....	600,472	492,851	536,395	632,063	636,870	761,354							
Indiana, Bloomington and Western:													
1880.....	80,498	89,960	84,225	90,375	857,733								
1881.....	90,283	83,261	77,713	103,555	102,630								
Louisville and Nashville:													
1880.....	674,455	575,035	604,425	563,883	655,014	667,300							
1881.....	516,950	803,490	941,699	846,000	809,700	807,900							
Mobile and Ohio:													
1880.....	250,116	204,094	168,301	140,091	129,249	117,272							
1881.....	218,243	211,353	226,358	164,027	145,416	132,692							
Nashville, Chat. and St. L.:													
1880.....	205,633	191,154	169,457	155,466	158,839	144,130							
1881.....	178,143	190,566	207,710	183,525	164,430	154,549							
New York and New England:													
1880.....	164,232	149,907	183,845	179,689	183,701								
1881.....	189,749	173,614	212,019	212,869	215,371								
New York Central and Hudson River:													
1879.....	2,024,812	2,210,304	2,474,392	2,214,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,846,316	29,367,451
1880.....	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881.....	2,404,713	2,295,463	2,668,250										
New York, Lake Erie & Western:													
1879.....	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,457	1,713,697	1,515,835	1,398,244	16,509,121
1880.....	1,296,381	1,252,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,574	1,786,417	1,899,910	1,799,338	1,726,78	19,491,367
1881.....	1,443,437	1,425,765	1,847,261	1,709,057	1,776,891								
Northern Central:													
1880.....	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881.....	386,157	382,657	452,906	457,173	465,588	487,287							
Northern Pacific:													
1880.....	81,212	77,259	119,357	186,075	217,613	253,105							
1881.....	109,805	79,976	143,835	214,755	299,880	368,276							
Philadelphia and Erie:													
1880.....	234,307	245,372	327,678	334,947	311,470								
1881.....	224,303	225,561	285,573	293,323	343,742								
Philadelphia and Reading:													
1879.....	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,229
1880.....	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1,563,794			
St. Louis and San Francisco:													
1880.....	195,695	199,644	197,470	174,502	175,864	173,146							
1881.....	212,435	178,234	262,050	265,298	283,399	260,254							
St. Louis, Alton and Terre Haute:													
1880.....	153,139	163,737	168,994	155,462	147,928								
1881.....	169,458	170,418	204,009	194,776	163,285								
St. Louis, I. Mt. & South'n:													
1880.....	555,983	490,195	451,560	408,241	349,053	393,454	442,000	542,555	661,400	678,200	626,725	655,100	6,258,419
1881.....	570,957	560,791	692,023	535,042	480,300	468,400							
St. Paul, Minn. and Man:													
1880.....	180,239	137,645	261,798	333,014	281,599	213,407							
1881.....	264,187	159,482	320,962	425,685	382,642	405,322							
Union Pacific Railway:													
1880.....	1,433,636	1,393,992	1,730,509	1,937,220	2,027,269	1,928,523							
1881.....	1,416,340	1,403,240	1,687,420	2,032,146	2,398,467	2,590,969							
Webb, St. Louis & Pacific:													
1880.....	925,603	933,143	1,199,268	1,028,791	1,122,706	1,144,755	1,065,980	1,185,325	1,177,134	1,124,475	1,108,616	962,663	12,336,154
1881.....	511,617	815,922	1,119,591	1,033,492	1,144,651	1,308,992							

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ERN RAILWAY COMPANY.
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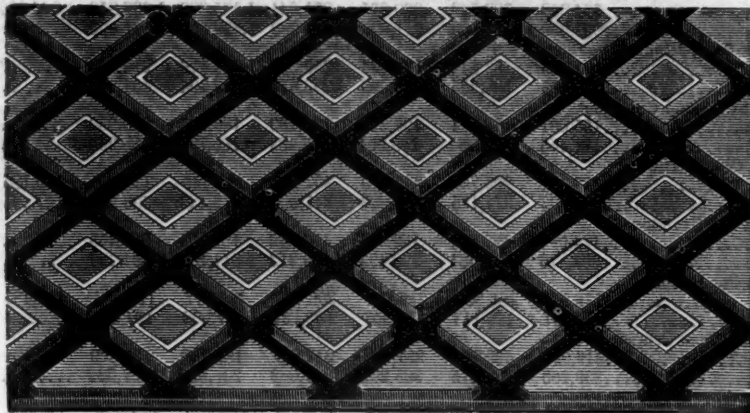
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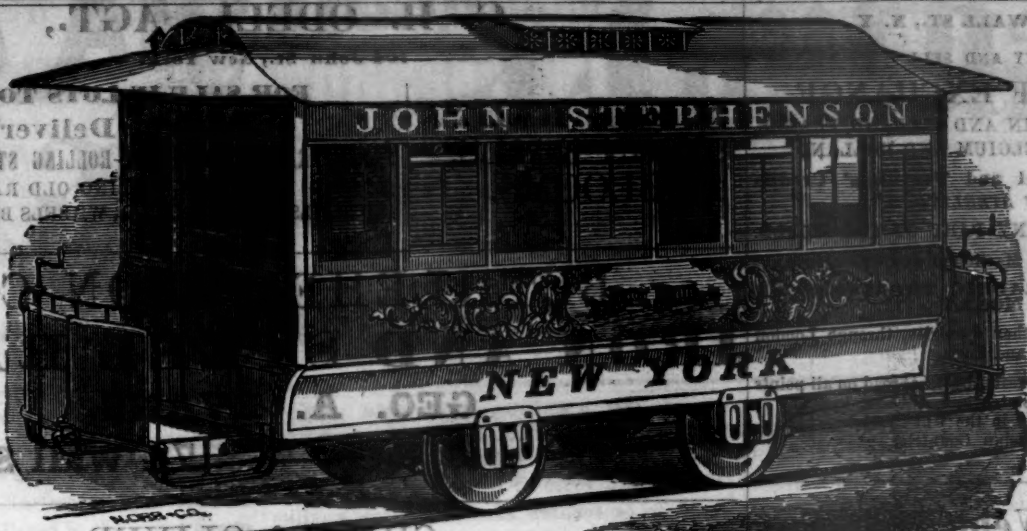
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